The Hong Kong Daily Press.

No. 5487 號七十八百四千五第 日十二月五年亥乙緒光 HONGKONG, WEDNESDAY, 23RD JUNE, 1875. 三年禮 號三十二月六英 港香 [PRICE $2½ PER MONTH.

Arrivals.

June 21, ATALANTA, German str., 702, G. Petersen, Hamburg 29th April, Suez 19th May, Penang 11th June, and Singapore 15th, General.—SIEMSSEN & Co.

June 22, NORDEN, Danish str., 778, N. Jensen, Antwerp 29th April, General.—WM. PUSTAU & Co.

June 22, CROCUS, British str., 1,298, R. H. Joy, Saigon 18th June, Rice.—AH YON.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JUNE 22ND.

Esmeralda, str., for Amoy.
Marmion, for San Francisco.
Endymion, for Foochow.
E. M. Young, for Foochow.
Abeille, for Manila.
Batavia, for Whampoa.

Departures.

~~June 22, ACHILLES, str., for Singapore and London.~~
June 22, KJOBENHAVN, str., for Saigon.
June 22, HAILOONG, str., for Swatow, &c.
June 22, H. & L., for Chefoo.

Passengers.

ARRIVED.

Per *Atalanta*, str., from Hamburg, &c.:—
For Hongkong.—Mr. Reinke and 62 Chinese.
For Shanghai.—Mr. H. Hansen.
Per *Crocus*, str., from Saigon:—
64 Chinese.

TO DEPART.

Per *Esmeralda*, str., for Amoy:—
480 Chinese.
Per *Marmion*, for San Francisco:—
297 Chinese.

Reports.

~~The British steamship *Crocus* reports left~~ Saigon 18th June, and had light S.E. winds with occasional squalls. Spoke the steamship *Statesman* on the 21st, bound Southward.

The Danish steamship *Norden* reports left Antwerp on 29th April, and had fine weather on leaving; then strong S.W. monsoon in the Indian Ocean. In the China Sea baffling winds to arrival.

The German steamship *Atalanta* reports left Hamburg on 29th April, Suez on 19th May; arrived at Penang on 10th June, and left again next day; arrived at Singapore on the 13th, and left again on the 15th. Had fine weather.

YOKOHAMA SHIPPING.

ARRIVALS.

May 24th, str. Niigata Maru from Shanghai, Caroline from Takao, Ariel from Nagasaki; 25th, str. Menzaleh from Hongkong, Rachael from Taiwanfoo; 26th, Mora from Hiogo, Carl Ludwig from Taiwanfoo; 27th, str. Costa Rica from Shanghai; 28th, str. Great Republic from San Francisco; 30th, str. Malacca from Hongkong, str. Takasago Maru from Shanghai; 1st June, Victoria from Cardiff; 3rd, str. Africa from Hongkong.

DEPARTURES.

~~May 23rd, Hermann for Chefoo, str. City of~~ Tokio for San Francisco; 26th, str. Orient for Hongkong; 28th, Indian Empire for Chefoo; 29th, str. Niigata Maru for Shanghai, str. Nevada for Shanghai, str. Great Republic for Hongkong; June 1st, Caroline for Chefoo, Ariel for Nagasaki; 2nd, str. Volga for Hongkong, Rachel for Newchwang; 3rd, James Paton for Nagasaki; 4th, Florentine for Callao, Carl Ludwig for Chefoo; 5th, str. Takasago Maru for Shanghai.

MANILA SHIPPING.

ARRIVALS.

May 26th, Charity from Hongkong, French corvette Duchaffaut from Hongkong; 28th, Archer from Hongkong; 29th, Benjamin Aymar from Shanghai, Favorite from San Francisco, Yosemite from San Francisco, John O'Gaunt from Newcastle; 30th, Robert Henderson from Newcastle; 31st, str. Leyte from Hongkong; June 1st, str. Mariveles from Singapore; 2nd, Senator Iken from Singapore; 3rd, Condoren from San Francisco; 5th, Assyrian from Singapore.

DEPARTURES.

May 25th, str., Panay for Singapore; 28th, Florida for San Francisco; 29th, Cordelia for Liverpool, str. Esmeralda for Hongkong and Amoy; June 2nd, Bremontier for Falmouth; 4th, str. Leyte for Hongkong and Amoy, French corvette Duchaffaut, Archer for Boston via Iloilo; 6th, Kendrick Fish for New York, Regent for Australia via Iloilo.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Date.*
Villa Franca	Liverpool	Nov. 21
Aleda	Shields	Jan. 16
Kolga	Hamburg	Feb. 5
Virginia	Cardiff	Feb. 6
Ella	Falmouth	Feb. 7
Clarnium (s)	Shields	Feb. 8
Golden Spur	London	Feb. 19
Hervataka	London	Feb. 25
Queen of the Seas	Liverpool	Feb. 27
Rollo	Lisbon	Mch. 1
Devonhurst (s)	London	Mch. 10
Amadin	Swansea	Mch. 11
Androklos	Bremerhaven	Mch. 17
Midnight	Liverpool	Mch. 20
Edward James	Portland	Mch. 22
Innerpest	Cardiff	Mch. 29
Lucia	London	April 17
Melbrek	London	April 18
Pitcairn	Newcastle	April 24
Atona	Cardiff	April 28
Prince Louis	Cardiff	May 2
Robert Boak	Falmouth	May 3
Solatork	Shields	May 3
Glengyle (s)	London	May 5
Galley of Lorne (s)	London	May 5
Eri King (s)	London	May 8
Sarpedon (s)	Liverpool	May 12

Auction Sales To-day.

None.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 944 Hongkong, 18th June, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1 Hongkong, 1st January, 1874.

To be Let.

TO LET.

SOME HOUSES on PEDDAR'S HILL, No. 4, SEYMOUR TERRACE. Apply to DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 22nd May, 1875.

TO LET,

With Immediate Possession.

THE Detached PREMISES situated on Inland Lot 169, Graham Street, (recently occupied by Messrs. E. SCHELLHASS & Co.,) consisting of DWELLING HOUSE, OFFICE, and Four GODOWNS.

Also, the DWELLING HOUSES Nos. 8, 9, and 10, Upper Mosque Terrace. Gas and Water laid on.

Apply to T. G. LINSTEAD.

252 Hongkong, 8th March, 1875.

TO LET,

With Possession on the 15th April.

THE HOUSE and PREMISES known as "CRAIGELLACHIE," situated on the Bonham Road, and now in the occupation of E. JENSEN, Esq.

Good STABLING. Gas and Water laid on. Apply to ED. SHARP & TOLLER, *Solicitors.*

tf 422 Hongkong, 15th March, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.

Apply to REMEDIOS & Co.

tf 131 Hongkong, 22nd January, 1875.

TO LET.

A HOUSE in Lower Mosque Terrace, from 1st July prox. Rent $40.

Apply to ED. SHARP & TOLLER.

Supreme Court House, Hongkong, 18th June, 1875. [tf 638

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."

Apply to T. ALGAR, 9, *Hollywood Road.*

tf 977 Hongkong, 23rd June, 1874.

TO LET.

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.

With Immediate Possession.

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.

DOUGLAS LAPRAIK & Co.

tf 2050 Hongkong, 18th May, 1875.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET.

With Possession on 1st of April.

THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of FOUR ROOMS on the First Floor, situated in Bank Buildings. Rent $75 per month. Apply to T. ALGAR, 9, *Hollywood Road.*

tf 392 Hongkong, 10th March, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to S. E. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

TO LET.

HOUSES Nos. 2 and 3, on Morrison Hill. No. 3, can be let *Furnished*, or Unfurnished. Apply to THOS. G. GLOVER.

7, Queen's Road, Hongkong, 25th May, 1875. [1m 800

TO LET.

NO. 2, WESTBOURNE VILLAS, Bonham Road. Apply to G. FALCONER & Co.

346 Hongkong, 2nd March, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 100,000 of Dollars.

Court of Directors:—

Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. S. Bellios, Esq. H. Hoppius, Esq.
J. F. Cordes, Esq. H. Nicaise, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 26th April, 1875.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE

IS HEREBY GIVEN, that a Scrip Certificate for one Share in this Company, numbered Six, and standing in the name of the late M. A. DOS REMEDIOS, having been lost, the same is cancelled.

By Order, W. H. RAY, *Secretary pro. tem.*

2m 636 Hongkong 27th April, 1875.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Reserve Fund	115,000
And Co-insures with French Lloyd, Paris, Capital	1,400,000
And with French Company, Paris, &c.	1,000,000
Aggregate Capital	$3,515,000

VOGEL, HAGEDORN & Co.,
AGENTS—HONGKONG AND CHINA,

WILL grant Policies at Current Rates on Marine Risks to all Ports of the World, allowing a Brokerage of:—
40 per cent. on Risks East of Singapore.
And 20 per cent. on Risks to Europe and America.

1043 Hongkong, 1st April 1875.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

Notices of Firms.

NOTICE.

MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. H. J. J. CHAMBERS in our Firm at this Port, from 1st instant.

JOHN FORSTER & Co.

3m 771 Foochow, 15th May, 1875.

NOTICE OF DISSOLUTION.

THE Interest and Responsibility of Mr. THOMAS WALLACE in our Firm at Yokohama, and elsewhere in Japan, ceased by mutual consent on the 31st March, 1875.

LANE, CRAWFORD & Co.

3m 773 Yokohama, May 6th, 1875.

NOTICE.

A CO-PARTNERSHIP has this day been formed between JOHN HEARD, AUGUSTINE HEARD, ALBERT FARLEY HEARD, and CHARLES EDWARD PARKER, for the purpose of carrying on the business of GENERAL COMMISSION MERCHANTS at Hongkong, Canton, Foochow, Shanghai, Hiogo, and Yokohama, under the name and style of HEARD & Co.

Mr. ROBERT INGLIS FEARON, Mr. GUSTAVUS FARLEY, Jr., and Mr. JOHN ALEXANDER FRASER are authorized to sign the name of the Firm.

HEARD & Co.

tf 641 Hongkong, 28th April, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1660

NOTICE.

WE have authorized Mr. HERMANN CAESAR ERDMANN to sign our Firm on and after this date.

CARLOWITZ & Co.

Hongkong, Canton, 1st June, 1875. [1m 841

NOTICE.

THE Interest and Responsibility of Mr. FRANZ SEBASTIAN SCHÜTZE in our Firm ceased on 31st December, 1874.

MARGESSON & Co.

1m 820 Macao, 27th May, 1875.

NOTICE.

MR. H. G. PHIPPS has this day been admitted a Partner in our Firm.

PHIPPS, HICKLING Co.

845 Foochow, 1st June, 1875.

NOTICE.

MR. CONRAD MUNRO DONNER has been authorized to sign our Firm by procuration at this Port.

WM. PUSTAU & Co.

1m 842 Canton, 1st June, 1875.

NOTICE.

WE have Established ourselves as MERCHANTS and COMMISSION AGENTS at Hongkong, and in Formosa at Takao and Taiwanfoo, under the Style of TAYLOR & THOMPSON.

WILLIAM HENRY TAYLOR.
GEORGE MORTIMER THOMPSON.

6m 279 Hongkong, 17th February, 1875.

NOTICE.

WE have OPENED A BRANCH at Hiogo, under the same Firm Name as at Nagasaki.

14d 906] ALT & Co.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

WE have authorized Mr. THOMAS HALL to sign our Firm per procuration.

BUTTERFIELD & SWIRE.

tf 654 Hongkong, 18th February, 1875.

NOTICE.

MR. GEORGE OLIVER is authorised to sign the name of our Firm at Foochow.

HEARD & Co.

tf 719 Hongkong, 11th May, 1875.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of

MALCAMPO & Co.
JOAQUIM MALCAMPO QUIOGA.

6m 584 Amoy, 12th April, 1875.

NOTICE.

MR. CHAS. G. BUNKER, JR., has this day been admitted a Partner in our Firm.

THOMPSON & Co.

Pagoda Anchorage, Foochow, June 5th, 1875. [3m 880.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.

DOUGLAS LAPRAIK & Co.

1829 Hongkong, 2nd November, 1874.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.

Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.

KYLE & BAIN, *Proprietors.*

510 Hongkong, 20th May, 1875.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT, By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00

Apply at the *Daily Press* Office.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1875.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,

TO-MORROW,

the 24th June, 1875, at Noon, at his Sale Rooms, Queen's Road,—

23 Cases CHAMPAGNE.
Guinness's STOUT, in Quarts and Pints.
Casks of Quarts BEER.
PORT WINE.
CHINA WATER.
Manila CIGARS and CHEROOTS.
Green PEAS.
SALAD OIL.
Worcestershire SAUCE.
Blue FLANNEL, BED QUILTS, FANCY CLOTH, UNDERSHIRTS, Linen COLLARS and CUFFS, &c., &c.

And

Sundry other GOODS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

972 Hongkong, 23rd June, 1875.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 25th June, 1875, at 11 o'clock A.M., at his Sale Rooms, Queen's Road,

(For account of the concerned,)—

The WRECK of the STEAMER *POYANG*, as it now lies off the Nine Islands, with the remaining MACHINERY, including several Pieces lying on the Wharf of the HONGKONG, CANTON, and MACAO STEAMBOAT COMPANY, at Macao.

TERMS OF SALE.—Cash on the fall of the hammer, and the Property to be at the purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, *Auctioneer.*

957 Hongkong, 21st June, 1875.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Rooms, Queen's Road, on

FRIDAY,

the 25th instant, at Noon,—

Mantel-Piece MIRRORS, White and Coloured SHIRTS, MACASSA OIL, Watch KEYS, Fluid Glycerine SOAP, English Yellow SOAP, ALPACCA UMBRELLAS, Dawson's Patent Leather SHOES, Brown Leather SHOES.

Also,

7 Japanese MATS, 6 ft. 4 in. by 6 ft. 2 in.
8 do. do. 9 " 7 " " 9 " 4 "
13 do. do. 10 " 0 " " 6 " 2 "
10 Iron BEDSTEADS, 3 ft. 6 in. by 3 ft. 6 in.
3 Shower BATHS.
4 Copies of THE MERCANTILE DIRECTORY OF THE WORLD.
1 LITHOGRAPHIC PRESS.

And

10 Bolts each, Nos. 1, 2, and 3, Merchant Navy CANVAS.
Angle IRON, 1 and 1½ in.
Copper BOLTS, ¾, ⅞, and 1 in.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

973 Hongkong, 23rd June, 1875.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on

THURSDAY,

the 26th June, 1875, at 2 o'clock P.M.,

At No. 1, PECHILL TERRACE,

Sundry HOUSEHOLD FURNITURE, comprising Covered CHAIRS, COUCHES, TABLES, MIRRORS, PICTURES, GLASS and CROCKERY WARE, SIDEBOARD, BEDSTEADS, WARDROBES, Marble-top WASHSTANDS, Dressing TABLES, Cheval GLASSES, &c., &c., &c.

Also,

A Walnut Cased COTTAGE PIANO, by J. B. Frantz.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.

974 Hongkong, 23rd June, 1875.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. BIRLEY & Co., to Sell by Public Auction (if not previously disposed of by Private Contract), on board, on

SATURDAY,

the 3rd July, 1875, at 12.30 o'clock P.M.,—

The Composite Steamship

"WASHI,"

of 336 Tons Register (gross), built in 1871, by Messrs. BEWLEY, WEBB & Co., Dublin, and Engined by Messrs. JAS. WATT & Co., London, with two Direct Acting Engines, of 60 Horse Power Nominal.

Consumption of Coal (Takasima) 4 to 5 Tons, speed 8 Knots, Capacity of Bunkers 70 Tons. Length 152 ft. 1 in., Breadth 21 ft. 2 in., Depth 16 ft. 5 in. Accommodation for 10 first-class Passengers.

REMARKS.

Very good Passenger accommodation and a good Saloon, has been Docked, re-coppered, and thoroughly overhauled in January, 1875. Painted inside and out in May, 1875.

For further particulars and Inventory, &c., apply to Messrs. BIRLEY & Co., or to the Auctioneer.

TERMS OF SALE.—Half Cash on fall of the hammer, the balance on completion of Transfer, Expenses of which are to be borne by the Purchaser.

The Steamer to be at Purchaser's risk on the fall of the hammer.

CHAS. H. MORGAN, *Auctioneer.*

967 Hongkong, 22nd June, 1875.

WANTED

A GOOD and Experienced SALESMAN, for a STORE, not Portuguese, apply by Letter only, to "S.," care of this Paper.

tf 779 Hongkong, 21st May, 1875.

ED. CHASTEL,
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET.
Next to the "Daily Press" Office.

N.B.—Price Lists and Samples on application.

935 Hongkong, 16th June, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.

EDWARD NORTON & Co., *Agents.*

tf 8 Hongkong, January, 1875.

YANGTZEE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co., *Agents.*

tf 1800 Hongkong, 4th June, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

Intimations.

SAYLE & CO.

ARE now SHOWING in each Department a New and Varied Assortment of CHOICE GOODS, suitable for SUMMER WEAR, COMPRISING:—

FANCY DRESS MATERIALS, in SILK and WOOL POPLIN.
Light Fancy MOHAIRS.
Figured and Plain Japanese POPLINS.
ALPACAS.
Figured TUSSORE CLOTHS.
Black Fancy GRENADINES.
White Do. Do.
Colored GAUZES.
Printed MUSLINS.
Striped and Checked ORGANDIS.
WASHING MATERIALS for Ladies' Morning Wrappers, &c., in Printed LINENS.
French PERCALES.
Striped and Embroidered GALATEA CLOTHS.
Satin Striped and Check CAMBRICS.
BATISTE.
Figured BRILLIANTES.
TUSSORE CLOTHS.
LINEN LAWNS.
Niagara Lace Stripe CAMBRICS.
Satin Check PIQUES.
Striped LAWNS.

Also Ready-made, a large Assortment of EMBROIDERED COSTUMES in all the new WASHING MATERIALS, guaranteed fast Colors, which will be found most suitable for this Climate.

The Latest Styles in Ladies' and Children's UNTRIMMED STRAW and CHIP HATS.

The Newest Designs in French TRIMMED MILLINERY HATS and BONNETS.

Black Lace and White Shetland SHAWLS.
Black Lace SLEEVELESS JACKETS.
Best MUSLIN REGISTERED PANIER SKIRTS, POLONAISES, JACKETS, and TUNICS.
Book and Swiss MUSLIN EMBROIDERED COSTUMES.
Ready-made MORNING WRAPPERS in French CAMBRICS, BRILLIANTES, and French LAWNS.
A large Stock of FANCY LINEN SETS, COLLARETTES, Real LACE RUFFLE COLLARS and BEADED FICHUS.
~~Real LACE COLLARS, and CUFFS.~~
Frilled LACE COLLARS.
TULLE and LACE RUFFLING.
Hemmed and Hem-Stitched and Lace Edge HANDKERCHIEFS.
HOSIERY and Lisle Thread GAUNTLET GLOVES.
French FLOWERS and FEATHERS.
SASHES and SASH RIBBONS.
Ladies' UNDERCLOTHING and BABY LINEN.
Children's White PIQUE FROCKS and PELISSES.
WASHING HATS.
Boys' WASHING SUITS, in all sizes.
Ladies' UMBRELLAS and SUN SHADES.
Ladies' and Children's BOOTS and SHOES.

VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG,
AND AT SHANGHAI.

FOR SALE.

A STYLISH DOGCART, with Fast Canton PONY.

Also,

A BASKET TRAP.

All in good order.

LANE, CRAWFORD & Co.

tf 869 Hongkong, 5th June, 1875.

FOR SALE.

A FIRST-CLASS HYDRAULIC PRESS, working up to 225 Tons Pressure.

For Particulars, &c., apply to GIBB, LIVINGSTON & Co.

662 Hongkong, 3rd May, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.

Apply to S. E. BURROWS & SONS.

653 Hongkong, 1st May, 1875.

DEATH TO WHITE ANTS.

MALPAS'S PATENT COMPOUND, for preserving Timber from the Ravages of White Ants and other Insects, is Cheap, and simple in its Application to Timber for Building purposes, &c.

Master Packages for trial, with full instructions supplied, and Orders received by

W. H. NOTLEY, FOR B. DAVIES, SOLE AGENT FOR CHINA.

tf 729 Hongkong, 13th May, 1875.

JUST PUBLISHED AND FOR SALE.

ROYAL 8VO., CLOTH GILT, PRICE $10.

PIECE-GOODS, YARN, and WOOLLEN TABLES, shewing the Net Returns in Sterling for Shipments via the Suez Canal to China. Calculated with special reference to the Hongkong and Shanghai Markets and Exchanges. By W. KEEFOOT HUGHES, Hongkong.

LANE, CRAWFORD & Co., *Hongkong, Shanghai, and Japan.*

3m 786 Hongkong, 22nd May, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

MR. P. A. DA COSTA has this day been appointed Secretary *pro. tem.* to the above Company.

Applications for the post of Secretary will be received at the Office of the Company.

RICHARD DEACON, *Chairman of the Board of Directors.*

655 Hongkong, 30th April, 1875.

NOTICE.

P. & O. S. N. CO.

(STEAM TO SOUTHAMPTON *via* SUEZ CANAL.)

COMMENCING with the *HINDOSTAN*, leaving Shanghai with the Homeward Mails on the 30th May, and Hongkong 5th June, the Mail Steamers of this Company will proceed direct to Southampton and London, *via* the Suez Canal, until further notice.

A. McIVER, *Superintendent.*

739 Hongkong, 13th May, 1875.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co., *Saigon.*

tf 1561 16th September, 1873.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

1335 Hongkong, 26th August, 1874.

Intimations.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held at the Club House, TO-MORROW, the 24th instant, at Half-past Six o'clock P.M., for the purpose specified in a Notification posted in the Hall of the Club.

By Order, EDWARD BEART, *Secretary.*

8d 942 Hongkong, 17th June, 1875.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

AN EXTRAORDINARY MEETING of Shareholders in the above Company will be held at the Company's Office, 48, Queen's Road, on MONDAY, the 5th July proximo.

BUSINESS.

To Confirm the Resolutions passed at the Extraordinary Meeting held this day.

By Order, W. H. RAY, *Secretary.*

14d 998 Hongkong, 21st June, 1875.

HONGKONG HOTEL COMPANY (LIMITED.)

THE HALF-YEARLY MEETING of the Shareholders in the above-named Company will be held in the Hongkong Hotel on WEDNESDAY, the 28th July, 1875, at 3.30 P.M.

The Transfer Books of the Company will be CLOSED from the 17th to the 28th of July, 1875, both days inclusive.

By Order, ED. BAKER, *Secretary.*

941 Hongkong, 17th June, 1875.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of SETH AVIET SETH.... *Deceased.*

" JOHANNES CHRISTIAN BOBSEIN,... "
" VON TSEE,..... "
" HENRY STROUD,..... "
" AH YOONG,..... "
" GEORGE MUNRO,..... "
" DANIEL NORTON,..... "

NOTICE is hereby given, that in accordance with the Provisions of Ordinance No. 9 of 1870, Section 3, an Order has been made by the Honorable Sir JOHN SMALE, Knight, Chief Justice of the said Court, limiting the time for Creditors and others to send in their Claims against the above Estates to MONDAY, *the 31st day of January, 1876*, on or before which date all Claims must be proved, otherwise they will not be included in the Scheme of Division.

All Persons indebted to the said Estates are requested to make immediate payment to

W. H. ALEXANDER, *Official Administrator.*

7d 955 Hongkong, 21st June, 1875.

NOTICE.

THE INTERNATIONAL ICE MANUFACTURING COMPANY, LIMITED,

Will be ready to supply PURE CLEAR TASTELESS CRYSTAL ICE Beginning of June.

MEYER, ALABOR & Co., GENERAL MANAGERS.

775 Hongkong, 20th May, 1875.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.

By Order, JAS. B. COUGHTRIE, *Secretary.*

1m 838 Hongkong, 1st June, 1875.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

THE Undermentioned Firms have been appointed Agents for the above Company at the Ports named:—

London.....Messrs. GEORGE CROSHAW & Co.
Canton ... " DEACON & Co.
Foochow.. " WESTALL, GALTON & Co.
Yokohama " PAUL HEINEMANN & Co.

By Order, W. H. RAY, *Secretary.*

tf 833 Hongkong, 29th May, 1875.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE

IS HERBY GIVEN, that the Undersigned has been appointed Secretary to the above Company, and that Mr. J. F. REDING has been appointed Agent at Shanghai.

By Order, W. H. RAY, *Secretary.*

tf 797 Hongkong, 22nd May, 1875.

FOR SALE.

THE Well known and long Established BUSINESS of McALISTER & Co., Shipchandlers and General Merchants, Singapore.

tf 283 Singapore, 10th February, 1875.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE,

1499 Hongkong, 23rd September, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

ON and after MONDAY, the 14th instant, the Company's Steamers plying between Hongkong and Canton will run in the DAY TIME, leaving Hongkong at SEVEN A.M., and Canton on MONDAY, WEDNESDAY, and FRIDAY, at 9 A.M.; on TUESDAY, THURSDAY, and SATURDAY, at SEVEN A.M.

By Order of the Board of Directors,

P. A. DA COSTA, *Secretary pro. tem.*

911 Hongkong, 11th June, 1875.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 99 Hongkong, 16th November, 1872.

Intimations.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—

Quarts.....$15 per case (1 dozen.)
Pints.....$16 " " (2 ")
5 % discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)

FOR SALE BY HEARD & Co.

975 Hongkong, 23rd June, 1875.

FOR SHANGHAI.

THE Steamship "ATALANTA," G. Petersen, Master, will have immediate despatch as above.

For Freight or Passage, apply to SIEMSSEN & Co.

tf 969 Hongkong, 22nd June, 1875.

SEALED TENDERS in duplicate (marked outside "Tenders for Old Copper") for the purchase of the whole of the Old Copper and Nails stripped off H.M.S. *Mentmore*, now in Hope Dock, Aberdeen, will be received by the Undersigned until Noon TO-MORROW, the 24th instant.

The Metal, which weighs about 225 cwt., can be seen by application to the Sergeant of Royal Engineers on board the vessel.

The Tenders must be per cwt. The Undersigned does not bind himself to accept the highest or any Tender.

The Metal will not be delivered until the purchase money has been paid into the hands of the Control Paymaster.

C. M. MOLONY, *Assistant Controller.*

Control Office, Hongkong, 21st June, 1875. [3d 965

SEALED TENDERS will be received by the Undersigned on or before TO-MORROW, the 24th instant, at Noon, for the Construction of New Drains at the Royal Naval Hospital, Mount Stadwell, according to Plans and Specifications, which can be seen at the Naval Storekeeper's Office.

Further Particulars may be obtained on application.

JOHN BREMNER, *Naval Storekeeper.*

H. M. Naval Yard, Hongkong, 17th June, 1875. [7d 945

FOR SALE.

HOUSES Nos. 99 and 101, Praya Grande, and HOUSES Nos. 20 and 22, Rua Formosa, Macao.

Also,

HOUSES Nos. 27, 29, 31, and 33, Wyndham

NOW ON SALE.

THE "CHRONICLE & DIRECTORY"

FOR 1875.

Apply at

THE *DAILY PRESS* OFFICE.

The Daily Press

HONGKONG, JUNE 23RD, 1875.

THE decision of the Court of Inquiry into the circumstances attending the seizure of the *Carisbrooke* by the Chinese Customs cruiser *Peng-chão-hai* has not yet been made known, but in the meantime we take the opportunity of making some remarks on the fact that the investigation was held with closed doors. This circumstance has very justly excited strong indignation throughout the Colony, and is properly regarded as unusual and unjustifiable. There was nothing to be gained by keeping the proceedings of the Court private; it was merely an exercise of the peremptory and arbitrary will of the Hoppo. It has not yet been shown whether Her Majesty's Consul entered his protest against this decision of the Hoppo, but there is little doubt that it was his duty to do so. So, at least, it must be concluded if the Articles agreed upon between Mr. WADE and Prince KUNG relative to cases of Customs Seizure in 1865 be still in force. It is true that they there refer directly to the port of Shanghai, but they may also be regarded as applicable in the case of Canton. It is there most explicitly stated that if a British subject is desirous of appealing against the action of the Customs Authorities, "he may appeal to his Consul, who will write to inform the Superintendent of the particulars of his appeal, and to request him, the Superintendent, to name a day for *the public investigation* of the evidence on which the action of the Customs is founded."

The italics are our own. It will be seen from the above that it was clearly the desire and intention of the British Government that all such inquiries should, as is the rule in every English Court, be of a public character. Moreover these rules have always been looked upon by the Chambers of Commerce and the different mercantile communities as referring to *all* the ports, although Shanghai only is mentioned. Further than this, however, we have undeniable proof that they do so apply. SIR BROOKE ROBERTSON, on the 23rd July, 1868, forwarded to the Hon. P. RYRIE, as Chairman of the Hongkong Chamber of Commerce, a reply to a memorial from that body by Sir RUTHERFORD ALCOCK, stating emphatically that the application of the four rules had been extended from Shanghai to all the ports. But we will quote Sir RUTHERFORD ALCOCK's own words. He says:—"It was proposed by the Prince of KUNG that the four Rules hitherto only in force at Shanghai, and applying exclusively to cases of confiscation should be extended provisionally, for the term of a year, to all the Ports, with the application of the principle of the fourth to differences arising as to description of goods, not previously provided for. To this extension I assented." Now we have never heard anything to the effect that this agreement had lapsed, and consequently the Hoppo, Canton, had no right, however, that he believed he had, he ought in common courtesy to have allowed the precedent, had Sir BROOKE ROBERTSON pressed the matter. If, as is probable, the British Consul did urge the Hoppo to allow the investigation to be a public one, and the latter refused to accede to the request, it is a tolerably plain proof that he has no desire to conciliate the good-will and does not care to defer to the wishes of the British Government. The exclusion of the representatives of the Press is now never thought of in any English Court, unless it is desirable, for the furtherance of the ends of justice, that the proceedings should not be made public. There was, in the instance of the *Carisbrooke*, no possible reason why the door should have been shut in the face of the representatives of the Press and, through them, the public. It is a poor cause that will not bear the light of publication; but the Chinese officials have yet to learn, it seems, that a case is weakened by surrounding it with mystery and privacy.

If, however, it was impolitic, uncourteous, and contrary to English notions of fair play to exclude the public and the Press from the Court, it was surely not only so but also most unjust to deny to Captain Scott the privilege of legal assistance. If the Court could not feel at liberty to admit Mr. HAYLELAR to plead, he might at least have been admitted to assist and support the commander of the *Carisbrooke* in his difficult task of making his statement and defending his conduct before a foreign tribunal. As Capt. SCOTT said, in the second paragraph of his statement, he was placed at great disadvantage through this cause. "The extreme gravity and novelty of the position in which I stand," he proceeded to remark, "combined with the serious responsibility I have personally incurred, and the trouble of mind I experience, so unnerve me as to disqualify me from seizing many points which may be vital to my interests." It must likewise not be forgotten that mariners as a rule are unfitted for acting the part which Captain SCOTT, to his dismay and astonishment, suddenly found himself compelled to assume. It is not difficult to imagine his consternation, and it is not surprising that he felt unnerved on the occasion. But the refusal to allow his counsel to appear was not only unkind and unjust to Capt. SCOTT, it was in the highest degree discourteous to Mr. HAYLLAR. It is to be hoped that in the future there will be no repetition of this great mistake—for a mistake in policy the exclusion of the public at the Inquiry must be considered. It was most probable that there was an intention on the part of the Hoppo to attempt to throw a mantle of secrecy over the investigation; and it is also likely that he decreed it so in consonance with Chinese custom. But whether from one cause or both, the results are the same. And the act has undoubtedly tended to inflame the indignation and resentment of the British residents here.

A CORRESPONDENT gives some information about Chinese marine hawkers. If what he states is correct, it appears that the native police are perfectly indifferent to the proceedings of these gentry, and that therefore great encouragement is given to petty theft on the part of domestics, it is time that the Police Authorities looked into the matter. It is a well known fact that these hawkers are perpetually haunting the back premises of European residents, and numerous cases in the Police Courts have proved to demonstration that they do not believe in the maxim that "Honesty is the best policy." Lascar Row seems to be the regular *depôt* for all the unconsidered trifles which vanish so mysteriously from European dwellings and shops. Slates from the Central School found their way thither; some property from the Praya Dispensary has also been discovered there. These facts will prove sufficient, it is to be hoped, to put the police on the alert. In future they will do well to watch Lascar Row, and stir up the Chinese constables to more active interference with the system of plunder so extensively carried on through the agency of the hawkers.

The old Police shop, which for many years was an Opium shop, is, we learn, to be docked, as she is found to be very leaky.

In our report of the China Traders' Insurance Company's meeting, it was stated that it was decided that no shareholder should be an auditor. This is a mistake. A proposition was made to this effect in the course of a conversation, but it was not carried.

The British steamship *Achilles*, on leaving her moorings for sea, at 2 o'clock yesterday morning, had a narrow escape of sinking the Police shop. To get clear of other vessels she ran into the port quarter of the shop, notwithstanding that she backed full speed astern. The whole of the davits on that quarter and a part of the hood covering were carried away, and a hole made under the counter, evidently by an anchor over the steamer's bow.

The British steamship *Japan*, which arrived here on the 20th instant from the Colonies, with a cargo of coals, was towed down to Waushi yesterday afternoon to discharge. When abreast of the Pier and Godown Co.'s wharf she was being taken gently in towards Burrows' wharf to anchor, so that cargo boats might go off to discharge. When about a hundred yards west of the two buoys marking a rock, and about to let go anchor in what was supposed to be good anchorage and a considerable distance from the rocks marked, she suddenly struck on a rock not marked down in charts or by buoys. The steam-ting *Fame* set to work to tow her off, but as the tide fell she stuck firmer. The steamtugs *Pilot Fish* and *Fame* tried to get her off, but the tide had left her too far and hopes were entertained of getting her off as the tide rose. About 6 o'clock, however, she slipped off that rock and with a tremendous crash fell on to another, which went through her bottom. She then gave one lurch and all on board were in confusion, as she appeared as if about to turn over. Her after compartment at once made water. The tug-boats were in attendance to tow her on shore should she float sufficiently to enable them to do so.

DESTRUCTIVE FIRE IN HONGKONG.

TUESDAY NIGHT, 10.15.

To-night, about quarter past eight o'clock, a fire broke out behind the premises of Messrs. Melchers & Co., Pedder's Wharf. It originated in the servants' quarters and soon spread to the westward over the stables. Once having secured a firm hold of the upper storey, it spread with great rapidity eastward, and in a short time the rear of Messrs. Russell's premises was also enveloped in flames. The alarm bells were rung vigorously, and these, with the dense volumes of smoke and occasional tongues of flame, soon attracted assistance, together with a great crowd of spectators. The Hongkong Fire Insurance Company's engine and ladders were first on the spot, and these were reinforced soon afterwards by the Government steam engines. These again were quickly followed by all the other engines in the Colony. The Government Fire Brigade and the various the ships' bells were rung and in a very short time the available marines and seamen were on the scene. The military were also called out, some of whom were told off to assist the fire brigades and others to keep back the crowd. By this time, and before any water could be got to play on the buildings, the fire had made considerable progress. Messrs. Melchers & Co.'s stables and outhouses, situated between the Hongkong Hotel and the firm's premises, it was soon obvious, could not be saved, and great fears were entertained that both the Hotel and Messrs. Melchers' premises would catch fire. Consequently most strenuous efforts were put forth to save the adjoining buildings, which are some of the most valuable property in the colony.

Inside the Hotel a scene of the wildest confusion at this time prevailed. Most of the ladies and gentlemen resident there had, at almost the first alarm, set to work to pack up their effects so as to be ready to leave at any moment. Others, assisted by coolies, marines, and soldiers, at once removed everything portable from their rooms to seek other lodgings. Very soon several lengths of hose were laid up the Hotel stairs and played upon the fire from different windows. Flames burst out from the stable roof, but they were principally confined to the corner next to Messrs. Melchers' premises, and although it was quickly apparent that no danger to the Hotel was to be apprehended; from that quarter, the former premises were for a long period in peril, as no efficient supply of water could, for some time, be directed upon the corner of the stable adjoining. Ultimately the roof of the stable fell in, and several jets of water were brought to bear upon it, and happily Messrs. Melchers' premises seemed to be at length fairly secured.

The houses from the stable extending backward nearly the whole length of the Hotel were at about nine o'clock nearly burnt out, when the flames were seen to shoot forth from that part close to the east corner of the Hotel. The Hotel was at this time in the most imminent danger, but a better supply of water having been obtained and showered upon the fire from all sides more hope was felt that the conflagration would be nearly confined to the premises in which it originated. For some time, however, it continued to spread eastward along the outhouses attached to Messrs. Russell & Co.'s. Several additional hose were conveyed into their premises, and others were taken round to the back of Messrs. Landstein & Co.'s premises, and every effort used to stay its progress. In spite of this, however, it still continued to spread eastward, and reached as far as the rear of Messrs. Smith, Archer & Co.'s old premises, now occupied by Mr. MacG. Heaton. All the books and valuable business papers were promptly removed from Messrs. Russell's and the contiguous offices, and every possible precaution taken in case the fire should extend to them.

During the course of the conflagration, the smoke which arose in thick clouds frequently prevented the firemen from doing effective service, and in a number of instances, notably for some time in that of the stables facing the street, the jets were entirely misdirected and a great deal of water lost. As portions of the different roofs fell in, one after another, the flames shot up clear and bright, and shed a brilliant glare upon the scene. They seized upon the windows with especial fury, licking the framework, which was consumed with incredible celerity, and sending constant showers of glass rattling upon the *débris* below. The heat at the back, too, at one time, was most intense. The smoke issuing from the burning mass entered Messrs. Russell's premises in volumes, and the firemen located in the verandah at the back and on the top laboured under the greatest disadvantages.

When the Hotel was in most danger, Messrs. Ross & Co., who occupy a portion of the building facing Queen's Road, packed up a quantity of their goods ready for removal, and similar preparations were made in Messrs. Landstein & Co.'s premises, which adjoin. But, happily, as above stated, these precautions proved unnecessary.

As is usual on such occasions there was much excitement and a good deal of aimless hurrying to and fro. There was no lack of eager volunteers, but there seems always to be a want of organisation and united action, and there is certainly room for improvement in this respect. Fortunately the night was fine and there was no wind. Had there been a strong breeze prevailing, the consequences might have been most disastrous. The property destroyed, up to the time of writing, however, is of comparatively little value, and is principally confined to outhouses and servants' quarters. The damage done by the water in the Hotel and Messrs. Melchers' is considerable.

It was a fortunate circumstance that the disaster occurred in pretty close proximity to the harbour, as of course the supply of water was practically unlimited. Great credit is due to Captain Superintendent Doane and Mr. May, as also to Mr. Creagh for the manner in which they superintended the efforts put forth by the different firemen. The members of the Volunteer Fire Brigade were as usual to the fore, and rendered most valuable aid. Thanks are also due to the naval and military authorities for the promptitude with which they despatched assistance to the spot. The various Chinese brigades also worked well.

The origin of the fire is at present unknown, but it is believed to have commenced in one of the stables behind Messrs. Melchers', and the fact of its spreading so rapidly is by many attributed to the fact that there was some hay stored in the adjacent stables. The damage we believe is covered by insurance.

LATEST.

WEDNESDAY MORNING 1.30.

Since writing the above we are sorry to announce that the fire has broken out afresh, and extended to the premises of Messrs. Russell & Co. and has, as we write, assumed a very threatening aspect. It seems to have got hold of the roof, and is slowly extending in spite of the torrents of water that are being poured upon it. Volumes of smoke are issuing from Messrs. Russell's premises on the Praya side, and they have sustained considerable injury. Messrs. Melchers' premises seem safe; the fire having a tendency in an eastward direction. The three steam engines and several others are still hard at work on the Praya.

WEDNESDAY MORNING, 5 o'clock.

Since one o'clock the fire has continued to extend rapidly, and Messrs Russell and Co.'s fine premises, facing the Praya, have been entirely destroyed. The fire is now being got under.

SUPREME COURT.

22nd June.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

SHINNEN v. LEONG AYON, $160.00.—This was a claim for balance of charter money of the steamship *Glamis Castle*.

Mr. Toller was for plaintiff, and Mr. Brereton for defendant.

Mr. Toller said the plaintiff was the owner of the steamer *Glamis Castle*, and defendant was a Chinese merchant in this Colony. By a charter party, which the plaintiff entered into by chants here, the steamer was chartered by defendant for three consecutive voyages to Saigon at a stated rate. The defendant paid the whole of the charter money with the exception of $160, which, Mr. Toller believed, was admitted by him; but he sought to set up as a defence some claim for damages for turning off a certain number of passengers who were on board the steamer. Now the defendant was to have the benefit of carrying passengers, but as this was a claim for balance of charter money, Mr. Toller submitted that, as a matter of law and proof, the balance was due; in fact, it was admitted that there was $160 due for freight. The only question was, could the defendant set up such a defence as he had set up. He (Mr. Toller) submitted that defendant must bring a cross action. At present the verdict of this suit must go against defendant.

Mr. Brereton said he did not dispute that the money was due under the charter party, and he then opened the case for the set off. On the last of the three voyages, defendant shipped 55 deck-passengers. They paid $5 each for their passage. After they had gone on board and taken their luggage with them, the Captain, for some object unknown to defendant, and from no fault of the passengers themselves, thought proper to order 32 of them out of the vessel. The supercargo was present, but he did not care to interfere, as the Captain acted in a peremptory manner. The consequence was that defendant had to return each of passengers his $5, in all $160. When defendant came to settle up with Messrs. Adamson, Bell & Co., he very naturally said he would pay them all the charter money except the $160, as he was, himself, this amount out of pocket, because the Captain had simply out of a mere freak turned the Chinese out of the ship. Plaintiff had now brought the action for the $160, and defendant claimed to set it off. That being so, the question arose, had the Court the power to annul it. Mr. Brereton submitted the Court had not, and went into the law on the point.

Mr. Toller briefly replied.

After some conversation,

His Lordship said he would look over the case and give a decision without stating reasons, as there was a case coming on for argument in the Supreme Court on an early day, in which the same point was involved.

CHUN PO YEUNG v. BREEZE, $396.78, AND CROSS-ACTION, $476.—His Lordship now delivered the following judgment in the above case. This action and cross-action were heard at the same time. In the first, Chun Po Yeung claims $396.78, made up as follows:—Money lent, $230; money had and received on sale of a boat, $88.80; and do. on sale of curios, $77.98. In the cross-action, Captain Breeze claims $476, made up thus:—Allowance at $100 a month as per agreement; he gives credit for $230 money paid on account; and deducting the $88.80 for boat, and $77.98 for curios, this leaves a balance of $78.88. Chun Po Yeung chartered the *Adria*, of which Captain Breeze is the Commander, from the P. & O. Company for four months. She made a successful voyage to Penang and Singapore, and the charterer promised or gave Capt. Breeze $100. Capt. Breeze says it was never paid but forms part of his claim. The next voyage she made was to Cooktown and Sydney. Before starting an advance of $230 was made by Chun Po Yeung to Capt. Breeze. In what manner it was made is, owing to the conflicting nature of the testimony, most doubtful. Captain Breeze says it was an instalment paid in advance of a remuneration at the rate of $100 a month for services to be rendered by him in generally promoting the interests of the charterers, and that he did perform such services so as to entitle him to payment. Chun Po Yeung says it was a sort of loan; he admits promising $100 a month, but says it was on the condition that the voyage was successful, "in which case he should not have looked for a return of the money. But the voyage was a very losing one, and that he now claims to be repaid." It will be convenient to investigate Captain Breeze's claim first as it exceeds the other. 1st, as to the $100 claimed by him for the voyage to Singapore. It was promised *after* the voyage as a gratuity. It was either a *bare promise* or a promise given on an executed consideration, to support which, an *express* precedent promise is required. There is no proof of such having been given and therefore the promise afterwards is a *nudum pactum*. This $100 must therefore be deducted from the claim. The rest of the $476 would be due on an executory consideration. I am very much disposed to think that such a contract would be void as against public policy, in the same way as it has been held that a contract in a charter party that a master should have so much a ton for personal exertions is void; Thompson v. Havelock and Campbell; or that a promise to remunerate sailors for extra services in a storm is not binding, Harris v. Carter, 3 E. and B. 559, on the ground that these parties are already bound to devote their best efforts to promote the interest of their employers. It is true the master here is not the charterer's servant, and therefore the same reason would not hold good, but on other grounds I can conceive it to be most objectionable for a master to receive such a gratuity from a charterer whose interests might be entirely opposed to those of the owner. I do not say they were so in this case. But I do not deal with the claim on this ground. In the case of executory contracts, performance must be proved. How small the services were, or how little benefit the promises derived from them does not matter, as the Court will not enter into adequacy of consideration. Capt. Breeze was to exercise his judgment in buying coal at Sydney and says he was to receive 5 per cent. as profit over and above the $100 a month. Here one would think was a legitimate ground for claiming remuneration if ever there could be one, but he says "I do not claim expressly for coals: It was a *distinct thing*." I minutely enquired what he had done, and I had some difficulty in finding out what services had been rendered over and above the duties required of the master of a vessel. He says he looked after the waste of provisions, the sale of curios, landed passengers in the ship's boats at Cooktown, and assisted agents not used to the work. I cannot say that actually no services were rendered, but they were slight. As to the curios, they were handed for sale to other people. The boat was sold, and Captain Breeze has retained his share of the profit. As to the other services they were general services rendered in promotion of the interests of the Charterer. Now on looking at the Charter party I find in par. 13, the following words,—"The Captain agreeing to do all in his power to facilitate the business of the Charterers." This is included in the par. stipulating that dunnage and mats are to be provided by the Charterer, but it comes at the end of the stipulations to be performed by him, and put before the stipulations relating to the duties of the master and on the part of the ship generally. I think these words apply to the *whole charter party*. If this is so, after excepting the services in buying coal, selling the boat and curios, the services rendered are services which the Captain was bound by contract to perform and any promise to give remuneration for these acts beyond the original consideration would be also a *nudum pactum*. The money to the extent of $230, however, is in the defendant's hands, and there it must remain for reasons I will state presently. On this ground I must dismiss the claim for the balance of $476.66, after deducting $100 promised after the trip to Singapore, and the $230 I have just dealt with. Apart from this view I should have nonsuited the plaintiff, as there really is no proof that the promise was direct or conditional. Turning now to Chun Po Yeung's evidence it is quite impossible to say whether this prepayment of $230 was a loan or a payment in advance. The balance of evidence is quite even. I think he best describes the transaction himself when he says it was partly a gift and partly a loan. If the voyage had been profitable he says, "I should not have asked for it." On such loose evidence the Court cannot act and Chun Po Yeung must be nonsuited as to the sum. He will, however, recover $88.80 and $77.98, to which he is entitled under the set-off. The result is that Captain Breeze retains $230 as to which Chun Po Yeung is nonsuited, although I find in fact that the promise to remunerate him was a *nudum pactum*. Chun Po Yeung recovers the sum received for the boat and curios $166.78.

Judgment for plaintiff in 1st action for $166.78. In 2nd action plaintiff nonsuited.

Mr. Brereton appeared for Chun Po Yeung, and Mr. Toller for Capt. Breeze.

Mr. Brereton applied for costs, but his Honour refused costs on either side.

POLICE INTELLIGENCE

22nd June.

BEFORE JAMES RUSSELL, ESQ.

A FALSE REPORT.

Hu Aleong, a native in Queen's Road East, British Kowloon, charged a man named Lam Achung, with making a false report at the station of highway robbery. He said the prisoner came to the station and said he was on his road to Monkok and when at a certain place mentioned he was attacked and robbed of $10. He guessed at once that it was false, as the place he alleged he was robbed at was over a mile out of the road to Monkok. He had the man pointed out apprehended, however, and made enquiries and the result was it turned out to be only a fight at a theatre over a woman and no robbery. The prisoner afterwards admitted it was a fight and that he lost no money.

The prisoner said he went to the theatre and the man Hu Aleong wanted to kill him with a sword. He was not robbed of $10.

Hu Aleong said he found that the prisoner cohabited with his sister, and he spoke to him about it and a fight ensued.

The prisoner was called on to find security in $25 for one month.

DRUNK AND INCAPABLE.

P. Saiton, a seaman, for being drunk and incapable, was fined 50 cents.

MARINE HAWKERS AGAIN.

Police Sergeants John Matheson and Roach, went disguised round the stalls in Upper Lascar Row after stolen property and found on the stall of one, named Tang Angan, a marine hawker, one child's electro plated powder box with puff, one child's feeding bottle and three pewter syringes.

The police said on the 8th May last some thieves stole such goods and a clock from the Praya Dispensary, and these goods were identified by the proprietor as part of those stolen.

After the evidence of the proprietor of the shop, who identified the things, the prisoner was remanded until Thursday next.

CHINESE MARINE HAWKERS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—On Monday last, a marine hawker was found by a European constable in the unlawful possession of three Government slates stolen from the Central School, and was selling them to one of the second hand stalls in Lascar Row. The Hon. C. May rightly punished this fellow severely. It will be noticed that this gentleman was apprehended by a European constable on patrol through the day. Very few European constables do duty in the streets or a great many more of these gentlemen would probably be apprehended. As Chinese constables do most of the street duty by day, Chinese marine hawkers have full swing and openly go through the streets, past these native police with their baskets laden with goods it would be utterly impossible for them to obtain honestly. The other day I saw one with two new head baskets openly exposed amongst old rags in one of his baskets, and in the other was a pile of English books, historical works, novels, bibles, hymn books, &c. He was wending his way to the stalls in Lascar Row where all such goods are bought up, and passed several Chinese policemen, not one of whom asked where he got them from. The same day I saw another marine hawker with a new concertina in one basket and a lamp without a globe in another, and he likewise was wending his way to Lascar Row past the Chinese police. Every day these hawkers are to be seen with something which strikes the European pedestrian, who is aware of Chinese tricks, that these European goods could not have come into their possession unless sold to them by servants in European employ. A lamp is missing in one European house, a pair of flat irons in another, a pair of shoes here, knives, forks, spoons, tumbler glasses, wine glasses, and ornaments in another, and none till they are wanted for use.

These marine hawkers are to be seen continually hanging about back doors of European houses. House servants know that their countrymen in the police force never interfere with them, and accordingly, by the encouragement these marine hawkers give, they steal goods one would imagine a marine hawker would not be allowed to go through the streets with. It would be worth the while of any one who has lost things in this way to go through Upper and Lower Lascar Row where they will find any amount of goods on many stalls evidently never thrown away by Europeans as useless, but which must have been stolen. The question may well be asked, why do not the police make the owners of these stalls account for where they got some of these European goods.

Hongkong, June 22nd, 1875. VOX.

THE SEIZURE OF THE "CARISBROOKE."

THE INVESTIGATION AT CANTON.

MONDAY'S PROCEEDINGS.

The investigation into the circumstances attending the seizure of the steamer *Carisbrooke* was resumed at the Native Custom House, Canton, on Monday afternoon.

On the bench were seated the Haikwan (or Hoppo), Sir Brooke Robertson, a Chinaman named Tong Yeng Sing, and Mr. Gardiner, H.B.M. Vice-Consul, who acted as interpreter. The Hoppo acted as president of the Court, and next to him sat Tong Yeng Sing, who is agent of the China Merchants' Steam Navigation Company at Canton, and who was present for the purpose of watching and checking the interpretation.

Captain Scott, in addition to the statement already published, now read and afterwards handed to the Court, the following:—

"I beg to bring before the Court, that upon being told by Mr. Marah Brown, Deputy Commissioner, that the *Carisbrooke* must proceed to Whampoa, I said I would take her there, provided Captain Palmer sent me a river pilot. I was merely told that my vessel would have to go there and they would keep company with me. I did not give my word that I would follow the *Peng-chao-hai*. I also wish to state that in the presence of Mr. Brown and Captain Palmer, I distinctly instructed my Chinese supercargo to give a true and correct manifest of all cargo of the vessel. This was when they first came on board, whilst at anchor off the Hainan Coast. I think both Mr. Brown and Captain Palmer will not refuse to acknowledge that this is correct. In his statement, Mr. Collins alluded to private conversations I had with my Chief Officer and also to other conversation I had with himself. I did not think, for one moment, that this would have been brought before the Court.

"For my own part, I never for a moment supposed they would have fired on the ship at all; yet they did so, and had Mr. Brown's aim not been so accurate, serious consequences might have occurred. I allude to the possible sinking of the vessel. People versed in these matters would, I feel confident, acknowledge that one shot below the water line would have been sufficient to have filled the after compartment, in a very short time. As it was, the hole made in the ship's side, was awash with the water. Yet even with this it was not long before there were two feet of water in the ship aft. Allow me to state that the after compartment consists of one half of the ship. This full of water would have been sufficient to have sunk the vessel. As regards my having given orders to have the signal halyards unrove (mentioned in the statement of Mr. Collins), allow me to say that no order was given by me to this effect until I found that Mr. Collins took upon himself to order signals to be made to the *Peng-Chao-Hai*. I was not told by either Mr. Brown or Captain Palmer that Mr. Collins had the right to make use of the ship's signals without my consent. I myself wished the *Peng-chao-hai* to come within hailing distance, and I had already told Mr. Collins, although he did not think fit to bring this part of our conversation before the court, that I had written a letter to Mr. Brown, and that I was either going to send it, or lower a boat and go on board and ask Mr. Brown about landing the passengers; and at the same time to ask Mr. Brown and Captain Palmer for a letter, to state that they had seized the ship, and that, did I not of my own free will proceed to Whampoa, they would have to take the command out of my hands. I was intending to have done this had I not been told to alter my course. I had given my word I would take the *Carisbrooke* to Whampoa; and I should certainly have done so, or else have had another interview or sent to Mr. Brown (I had the letter already written), and procured from him the letter before mentioned. But when I was signalled to alter my course, and Mr. Collins was taking upon himself to tell me that, should I resist, force would be used knowing at the same time that the *Carisbrooke* was innocent of any illegal trading, and that if there was any fault it was the passengers', I made up my mind to proceed direct to Hongkong, and this I told Captain Palmer shortly afterwards.

"What followed the Court already knows. But I ask, why did not Mr. Brown and Captain Palmer object to my going to Hongkong? Instead of doing so they let me steer a direct course during the whole of that night; this naturally led me to suppose that they had no intention of taking such an extreme measure as they afterwards did. In part of the conversation I had with Mr. Collins I happened to pass a remark, that as far as I myself individually was concerned I would have allowed the *Peng chao-hai* to have fired upon the ship until she sank. I hope the Court will put a different construction from that intended in the statement of Mr. Collins. At the time the *Peng-chao-hai* was firing at the *Carisbrooke*, I never for one moment supposed they were aiming at the vessel. I made sure that all the shots were passing under the stern, and that this was done to frighten us. It was only when it was reported to me that there were two feet of water in the after hold that I knew serious injury had occurred. I would have never risked their firing on the vessel, had I known for certain they were going to do so. After the first shot they never told me they had struck the ship, and nobody on board could tell; for no one on board could see that she was struck, without getting into a boat and going under the stern. The people of the *Peng-chao-hai* must have seen that there was a hole in the ship's side and that the water was running in, and yet they were going to fire again. After the four shots, Mr. Brown says he wanted to disable the rudder, but he might have sunk the ship before he succeeded in doing so. There is a remark I wish to bring forward here, and it is this: Upon the ship's being taken possession of by Mr. Brown, I gave strict orders to my chief officer, to inform the engineers belonging to the vessel, that they were to render all assistance towards keeping the vessel pumped out and free of water.

"I now wish to bring before the Court the owners of the opium, who were on board. They were passengers in the vessel from Penang and Singapore, and they will be able to prove the amount of freight paid to the ship for carrying the opium from Penang and Singapore. Neither I nor anyone connected with the ship knew what they were going to do with the opium. They themselves would have called fishing junks. The crew of the ship would have lowered the opium over the side. Whether they intended to land the opium on the Hainan Coast, or whether they were going to take it to some other place, they themselves must answer. The owners of the *Carisbrooke* agreed with these passengers that the ship should take them to within a few miles of the Coast of Hainan, and that they were, with their goods, to find their way on shore. Pankei was the name of the place that they and all the other passengers wished me to anchor off. How far the *Carisbrooke* was off this place when found by the *Peng-chao-hai* perhaps these passengers or Captain Palmer can tell. I cannot; for it is not marked on the chart. I believe that it is somewhere on the East Coast, and that I passed it in the night. The Hainan passengers asked me in the morning, in the presence of the second officer, to take the *Carisbrooke* farther to the southward. I suppose this was so that they might be nearer the place they wanted to go ashore. I refused to do this, for it did not matter to me or to the ship where the passengers left the vessel, so that we got rid of them. All the Hainan passengers that came in the *Carisbrooke* from Singapore and Penang were given to understand by the Owners that the vessel was only to take them to the Open Coast, and that they and their goods must find their own means of proceeding to the shore.

"The amount of goods put on board, and the freight and passage money paid by the Hainan passengers, are as follows, viz.:—

99 passengers from Penang,	each $ 8.50	=$841.50
41 do. from Singapore,	each $ 6.00	=$246.00
6 cases Opium from Penang,	each $15.00	=$ 90.00
6 cases Opium from Singapore,	each $12.00	=$ 72.00
7 packages Piece Goods,		=$ 16.85
Total,		$1,265.85

"I wish to place before the Court the Chinese books of the vessel, and other papers, so that they may be examined, if the Court thinks fit—to prove that all I have stated is correct, as regards these passengers and their goods. The amount of damage the *Carisbrooke* has sustained is not much less than $10,000. The vessel will have to lie up for at least a month to be repaired.

"The Dock Company have already informed me that they cannot repair at Whampoa, not having the appliances. The return post is seriously injured. Whether the cargo is damaged or not I cannot say, as the hatches have been sealed."

The Chinese passengers for Hainan were then examined, and, in the course of their evidence, they stated that the *Carisbrooke* was four or five miles from the place where they wished to land. The 12 cases of opium among their baggage for Hainan were to be landed at the Treaty Port, and they were going to pay duty to the Chinese officials there. They said they paid duty for opium at Hainan, and that they were to take it to Kiungchow in junks. They produced receipts from the ship for the opium, and also passes from the import and export officers of Penang and Singapore. They said they would have landed the opium themselves.

Mr. Brown acknowledged that Captain Scott had not agreed to follow the *Peng-chao-hai*, but that he had agreed to take the *Carisbrooke* to Whampoa. He also said that Captain Scott had ordered a true manifest of all cargo to be given to him, whilst at anchor off Hainan.

The papers of the Hainan passengers were examined and the shipping receipts for the amount of duty paid were produced.

The evidence was then closed, and it was believed the decision would be given yesterday.

THE LATE REAR-ADMIRAL SHERARD OSBORN.

It is with deep regret that we record the death of Rear-Admiral Sherard Osborn, one of the committee appointed to make the preparations for the Arctic Expedition shortly to leave our shores. The death of the gallant admiral took place suddenly at his residence on the 6th May, he having transacted business at the Admiralty in the afternoon. Sherard Osborn's name is well-known in China and all over the Far East. He was born in the year 1820, and was, therefore, only fifty-four years of age. He was a midshipman in the *Hyacinth*, Captain Warren, at the capture of Canton in 1841, and in the next year was in the *Clio* at the capture of the Woosung Forts. From 1844 to 1846 he served as gunnery mate in the *Excellent*, and in 1846 became lieutenant, and served in the *Collingwood* under the flag of Sir George Seymour in the Pacific, and in 1849 was lieutenant in command of the *Dwarf*, on the coast of Ireland. He was then appointed to command the *Pioneer*, one of the ships sent out in the search expedition for Sir John Franklin, and in the sledge travelling of 1851 he went to the furthest western point of Prince of Wales's Land, being about 58 days absent from his ship, and travelling over 534 miles. In 1852 he obtained the rank of commander, and continued to command the *Pioneer* till 1854. With M'Donald, of the *Resolute*, he edited the *Illustrated Arctic News* during the winter of 1851, and on board the *Pioneer* was the manager of the "Arctic Philharmonic Entertainments." In 1853 he travelled 1,093 miles with sledges, being 117 days absent from his ship. In 1855 he was made a post captain, and commanded the *Vesuvius*, leading the advance squadron in the Sea of Azoff; in the same year he obtained the distinctions of C.B., the Medjidie, and the Legion of Honour. He shared in all the operations of the second Chinese war in 1857 as captain of the *Furious*, which he took up the Yangtsze to Hankow in 1858. In 1863-4 he was on the coast of China, and in 1864 was appointed to the command of the *Royal Sovereign*, the first British iron-clad on Cowper Cole's turret principle. In 1873 he became rear-admiral. He was F.R.S., F.R.G.S., F.L.S., and Chevalier of the Rose of Brazil. He published "Stray Leaves from an Arctic Journal, 1852," and edited M'Clure's "Narrative of the Discovery of the North west Passage, 1855." He also wrote "Quedah," full of narratives of Borneo, &c., "The Career, Last Voyage, and Fate of Sir John Franklin," and contributed many papers to periodicals. In January, 1865, he read a paper before the Geographical Society strongly urging the renewal of Polar exploration, and returned to the attack in like manner, and with somewhat better success in January, 1872. In 1874 he was appointed on the preparation committee in conjunction with Admirals Sir Leopold McClintock and Richards, and having aided in the preparations has not lived to see the expedition sail.

THE CHINA SERVICE.

In the Spring of 1857, on the news of a rupture with the Emperor of China, Captain Osborn was appointed to the *Furious*, and instructed to escort a force of fifteen gunboats and despatch vessels to China. Captain Osborn's orders from the Admiralty gave him large discretionary powers as to the route and arrangements, and many essential preparations had to be made at Devonport under his superintendence. Seeing the difficulty other officers had experienced in escorting even two gunboats at a time to China, doubts were entertained of these vessels, some of them of the lightest draught that had ever passed the Cape, effecting the voyage at all during the winter of Southern latitudes. The Commander-in-Chief at Devonport, Admiral Sir William Parker, was so much struck with the arduous nature of the task before Captain Osborn that, in giving him his parting orders, he said, in the presence of his secretary, Mr. Charles Richards, "If ever you, sir, deliver all that squadron safe to your Admiral in China you deserve to be made a Commodore." By going to Brazil, avoiding the Cape, and carrying the squadron on a great circle to the South, the passage was made without one disaster, and within six months all the vessels were safely at anchor in Hongkong harbour. That squadron of gunboats, it is only fair to say, changed the character of the war in China and brought our negotiations to a successful issue. Captain Osborn next embarked the British Ambassador, and the *Furious* took a prominent share in every subsequent operation, from the escalade of Canton to the capture of the Taku Forts in 1858. The gunboat he embarked in was the first to reach the city of Tientsin and the entrance of the Great Canal. The Commander-in-Chief praised Captain Osborn most highly in his official despatches, but, as he was already in possession of every possible honour for past services, no official recognition could then be given him. From China, Captain Osborn carried Lord Elgin to Japan, and on his own responsibility led the escorting squadron beyond the surveyed portion of Yedo Bay, until Her Majesty's ships were anchored in a position within gunshot of the capital. This measure led to a satisfactory treaty between Japan and Great Britain being speedily signed by the Emperors, and Lord Elgin then and subsequently acknowledged the service rendered by Captain Osborn.

On the return of the *Furious* to Shanghai, in September, 1858, a question arose in framing the Supplementary Treaty with China how far it was possible to declare the great river Yangtsze navigable to Europeans. Captain Osborn was applied to by Lord Elgin, and confident from his experience of the volume of the river at Nankin that it must be navigable for hundreds of miles beyond, he undertook to test the question, and persuaded Captain Barker (of Her Majesty's ship *Retribution*), senior officer at Shanghai, to make the experiment at once. That officer, shattered by a stroke of paralysis, could only accompany the force just above Nankin, the batteries of which were successfully engaged and silenced. Thence, up a falling and intricate river, Captain Osborn had, as senior officer, to conduct his ship, accompanied by the *Cruiser* and two gunboats, to Hankow, 600 miles from the sea; the *Furious* having several times to be cleared to her keel to float her off unknown shoals and reefs. This service enabled the Ambassador to insist on the river being opened to foreign commerce. No war ship of the size or the draught of the *Furious* has subsequently been able to reach Hankow, although at this moment the river is covered with vessels carrying European commerce. Admiral Sir Michael Seymour, Commander-in-Chief, on the return of the squadron, issued a general order expressing his satisfaction "at the gallantry, zeal, and perseverance displayed by the captains, officers and men comprising the expedition." His Excellency the Earl of Elgin, in his official despatch to the Secretary of State No. 1, the 5th of January, 1859, said:—

"The transport of a vessel the size of the *Furious* to a point so remote from the sea under circumstances so peculiar is, I apprehend, a feat unparalleled in naval history. I consider the successful issue of this undertaking to have been mainly due to the energy, professional skill, courage, and judgment of Captain Osborn and his able Master," &c. Again, on the 18th of August, 1859, when Lord Elgin found that his despatch had not been offic

MUSICAL AND DRAMATIC NOTES.

The eminent violinist Papini will pass the season in London.

Mr. J. K. Emmet, the American comedian, has arrived in England from America.

Miss Alice Sydney Burnett, an Australian pianiste, will shortly make her first appearance before an English audience.

A large portion of the St. James's Hall, Liverpool, occupied by Hague's negro minstrels, has been entirely destroyed by fire, together with Mr. Hague's property.

Verdi has been nominated, by Marshal de MacMahon, Commander in the Legion of Honour, on the recommendation of the Minister of Foreign Affairs.

Mr. Evelyn Bellew, eldest son of the late Mr. J. M. Bellew, made his first appearance in England in the character of Hamlet at the Standard Theatre on the 15th May.

On 30th August next, Mr. Barry Sullivan will open at Booth's Theatre, New York. He has been engaged by Messrs. Jarrett and Palmer for 100 nights in America.

The building of the new national opera house on the Thames embankment will, says the *Musical Standard*, now be commenced. It is hoped the Prince of Wales will lay the foundation-stone in June.

Mdlle. Ilma di Murska's recent appearances in New Orleans are reported by the American papers as being very successful. She sang in opera and in concert, presenting on one occasion the mad scene of Ophelia from Thomas's "Hamlet," and the "Casta Diva" from "Norma."

They evidently do not care to encourage the drama in North Carolina, where they have just passed a law that all theatrical and musical companies shall pay a State license of £2 and a country license of £4, for each performance, and this is in addition to a corporation license! This is a case of liberty degenerating into license with a vengeance!

Stoltz has been engaged for Trieste, also for the 1875-6 season at St. Petersburg and Moscow. The season is over at Cairo. At the farewell performance, Fricci, Waldemann, Pancelli, Pandolfini, Stagno, Maresi, Milesi, and Medina, sang, and Bottesini conducted. Madame Essipoff will not come to England this year. She has been very ill, but is now in St. Petersburg. It is a little girl, and is to be called Annette.

Italian items:—"I Prati di Saint Gervais" (Les Pres St. Gervais) is about to be produced at the Milan Radegonda. "Afrisana" has been produced at the Milan dal Verme, with Mr. Byron (late of the Foundling Chapel choir) as *Vasco de Gama*. Roto, the dancer, is dead. The Teatro Bonicossi of Ferrara has collapsed, owing to apathy and want of good sense on the part of its patrons, so says the Impressario. A new opera, "Alba Fiorita," by Baron Crescimanno has not been very successful at the Florence Pergola.

A calculation has been made of the time which some of the most popular operas took to reach their 100th performance in Paris. The following is the result:—"L'Africaine," 10 months; "La Muette," 2 years 2 months; "Le Prophète," 3 years 3 months; "Robert le Diable," 2 years 5 months; "Count Ory," 2 years 11 months; "Les Hugenots," 4 years 5 months; "Guillaume Tell," 5 years 1 month; "La Juive," 5 years 4 months; "Le Trouvère," 6 years; and "La Favorite," 8 years. Three of those operas have now got beyond their 500th representation, viz: "Les Huguenots," "Robert le Diable," and "Guillaume Tell."

The following items from Germany may be of interest:—The Imperial Opera of Berlin will remain closed from the 13th June till the 7th August. During the month of April the Imperial Opera of Berlin has performed upwards of twenty operas. Rubinstein's new opera, "Les Maccabébes," has been very successful at the Berlin opera-house. Madame Patti, having achieved the most brilliant success in Vienna, is on her way back to England, *viâ* Paris. Arditi and Capoul accompany Patti to Paris *en route* for London. Minnie Hauck has made a hit in "Aida" at Pesth. "Aida," Verdi's Mass, and "I Lituani," are to be done at Trieste.

Mr. Wrighton was presented with a purse containing 200 guineas on the 11th at the Charing-cross Hotel, in consideration of his talent as a composer of English ballads. Her bright smile haunts me still," "Thy voice is near," "One wish for the love" are well known, not only in Great Britain but in the colonies, where these songs have obtained a large circulation. "Sing me an English song" realised to the publisher—£9,000. Among the subscribers to the testimonial were Lord A. Hill, Mr. J. L. Hatton, Sir. W. Mitchell, Mr. H. Neville, Mr. Sydney Hodges, and Mr. A. Beaseley, the two latter gentlemen having consented to act as hon. secretaries. The presentation was made by Sir Julius Benedict, who expressed his appreciation of the worth and talent of Mr. Wrighton.

Signor Salvini was entertained at dinner by the members of the Junior Garrick Club at their house in the Adelphi on the 7th ult. Mr. Thomas Swinbourne presided, and the company included Mr. Henry Irving, Mr. Edward Terry, Mr. Charles Harcourt, Mr. Fernandez, Mr. David James, Mr. Thorne, and other well-known members of the theatrical profession. The chairman, in proposing the toast of the evening, spoke of Signor Salvini's exceptional talents and attainments as an actor, and in the name of his brother performers welcomed him warmly to London. Signor Salvini, having spoken a few words in Italian, handed a paper to Mr. Irving, who read it to the company. It was to the effect that Signor Salvini was much impressed by the cordiality manifested towards him in London, of which he should always cherish agreeable recollections. Mr. Irving responded to the toast of "The Drama," proposed by Mr. Boulton.—*Times.*

Ascension-Day was celebrated at Westminster Abbey by a performance of Mendelssohn's "Hymn of Praise," with orchestral accompaniment. This is satisfactory as indicating that musical matters there are not absolutely at a standstill, though something better might, perhaps, have been hoped for than a mere imitation of the doings at St. Paul's. The argument, that because Mendelssohn's work was given at the Metropolitan Church on the occasion of the Festival of the Sons of the Clergy, it should be performed at Westminster on Ascension Day is neither logical nor, in view of the fact that the "Hymn of Praise," indicates Advent teaching, is it common sense. The incongruity of singing "The night is departing" to illustrate the act of our Lord leaving this earth has only been equalled in the case of the provincial precentor who chose "Blest are the departed" as an appropriate tribute of respect to the victims of the cattle plague.—*Concordia.*

Those frequenters of the Royal Italian Opera who, from the height of the upper boxes, study the ways of the "gods," must have noticed and, perhaps, envied the supreme enjoyment of certain gentlemen whose foreign extraction is hardly doubtful. Rightly constituted minds are necessarily touched by a sight of these persons. Their appearance does not bespeak even the moderate income needful to buy an unphitheatre stall night after night; yet, night after night, they are in their places, at what sacrifice of cupboard and wardrobe one shudders to think. And how heartily they enter into the spirit of the scene! With gloveless hands of dubious hue they furiously applaud everything. Each recall they secure for an artist lifts them to a higher heaven of happiness, and victory in a hard fight for an encore is the consummation of bliss. Who are they—these greasy aliens? Perhaps we had better not inquire. Rumour whispers that they belong to an organized clique which dispenses applause according to tariff. But rumour often lies. Let us have faith in human nature.—*Concordia.*

Miss Emma Abbott, a young American soprano, has been engaged by Mr. Mapleson, and will make her first appearance (on any stage, we believe) at Her Majesty's Opera in June. Miss Abbott's history is very similar to that of Madame Christine Nilsson. She was born in Chicago in 1859, and like the Swedish lady whose talents have raised her to her present high position, she a few years ago used, shoeless and stockingless, to sing about the streets (of Milwaukee) for the coppers which were tossed to her by the passersby. Mr. Emil Haas, the well-known merchant of New York, however, proved Miss Abbott's "Tornerhjelm." He brought her to New York, where she was heard by Miss Kellogg, and the two got up a subscription to send her to Europe. There she was introduced to the Baroness de Rothschild, a lady who understands the meaning of the word "charity" in its truest and broadest sense, and who has been her warmest friend ever since. Miss Emma Abbott came to Mr. Mapleson backed by the powerful recommendation of the Baroness de Rothschild, Madame Jenny Lind, Mdme. Adelina Patti, and Mr. Washburne. She was immediately engaged, and, as we have said, will be submitted to the judgment of the public early in June next.—*Figaro.*

HORRIBLE MURDER AT PENANG.

A small public house in Church Street, called "The Commercial Hotel," has been the scene of a most atrocious and dastardly murder, the victim being the proprietress. It would appear that on Tuesday night, the poor woman, an European Jewess, who was living by herself—her husband being away at Acheen,—went to the house of a neighbour and told him that her Malay butler had been paid off the day before and consequently having nobody in the house with her but a China boy, she wished that a servant of his might be permitted to spend the night in the house; the neighbour ordered a man to go with her, but as he pleaded sickness she went back to the Hotel about 8 p.m. alone. About 10 o'clock she called in a blind Chinese fiddler who played in front of the Bar till 11 o'clock, when she paid him off and shut the main door of the house. This was the last time she was seen alive as far as is known at present. The whole of the following day the Hotel was unopened and about 7 p.m., the Police who had their attention directed to the fact, went to the place and found the front door ajar. On entering, the bar room was found in perfect order; but on going upstairs they found all the boxes were broken open and their contents—some jewellery included—scattered about the floor of the room; continuing their search they next proceeded to the back yard and there met a sight truly appalling. In the centre of the yard is situated a well, and alongside of his, stretched out on her back, was the mangled corpse of the unfortunate woman, with her head almost severed from the trunk, the throat being cut right through from ear to ear; severe gashes on the chin, arm, breast and legs, showed conclusively the terrible nature of the struggle the poor creature must have had with her murderer or murderers. Alongside of the corpse, resting between the right arm and the body, lay a cleaver, and on the left leg lay a sheath knife of the kind usually used by sailors. A bucket of water containing a pair of Chinese trowsers and a baju stained with blood was close by, and near the head of the corpse a pair of Chinese slippers rested. At the time the corpse was discovered—about 7 p.m. on Thursday—life must have been extinct eighteen or twenty hours, as decomposition had set in. The deceased had certainly not retired to rest for the night, as she was fully dressed, and a brooch which she had evidently been wearing was discovered broken near the well, as also an earring which had been wrenched out of her ear. The Malay butler, who was discharged on the previous Monday, was immediately arrested by the Police; but nothing has transpired as yet to inculpate him in the murder. The China boy, however, is not forthcoming, and the Police are in search of him, we understand. A coroner's jury is investigating the case at present, and it remains to be seen whether they will be able to arrive at any satisfactory conclusion regarding the perpetrators of the murder. In the meantime it is generally considered that Government ought to offer a handsome reward for information calculated to lead to the conviction of the guilty. It is a matter for surprise that this has not been done already, and great dissatisfaction is generally expressed at this fact.

Since writing the above we learn that a reward of $200 is being offered for the apprehension of the culprits in the above case.—*Penang Gazette, 5th June.*

PERILS OF BALLOONING.

The perils incurred by aeronauts are not to be compared with those incurred by non-aeronauts, who, under the present system of ballooning, are exposed to the danger of their houses being knocked about their ears, or of balloons descending on them in the public streets when they are not, like the aeronauts themselves, prepared for a sudden emergency. On Tuesday night (May 4th) the East end of London was kept for some time in a painful state of excitement owing to the sudden appearance of a balloon over Ludgate-hill which seemed unable to pursue its voyage, and threatened to descend in the streets. At one moment fears were entertained for the safety of the cupola of St. Paul's, as the balloon showed an evident tendency to attack that noble structure. After hovering for some time in a menacing attitude over the neighbourhood, apparently undecided as to whether it would drop in the Thames or on the roofs of the houses, the balloon made a sudden dash at Farringdon Market, where it fell "with great velocity." Happily the intrepid aeronaut, who was supposed to be guiding it so far as any balloon can be guided, escaped without loss of his life, but not without loss of his watch, which it is stated was abstracted from his pocket immediately after his descent. As nobody was killed and no buildings were injured, there is fair ground for rejoicing; but the balloon might have descended on St. Paul's during divine service, or smashed through the roof of the Bank of England and destroyed the governor, deputy-governor, and directors of that establishment. In fact, there is no end to the mischief which may ensue if balloons decline to move on and take to descending in the crowded streets of this metropolis. Since, however, the interests of science demand that Londoners should endure this additional burden to their sorrow, they must bear it like men.—*Pall Mall Gazette.*

M. Michel Levy's funeral was celebrated on the 6th May at Père La Chaise. The funeral was attended by an immense number of authors and men of letters, including MM. Alexandre Dumas, Noel Parfait, d'Haussonville, Meilhac, Halévy, Camille Doucet, Emanuel Gonzales, Rousset, Edmond About, Daudet, Jules Claretie, and many others.

Two Roman Catholic priests of the province of Posen, named Geobel and Szoldry, have been arrested on suspicion of having performed at Kiviliz the ceremony of excommunication against Canon Kick, of Kaehne, and have been brought to Posen in custody of the police. Dean Rzezniewski has been sentenced by the Court of Appeal to eighteen months' imprisonment for having proclaimed excommunication against Archdeacon Kubeczak at Xions.

COMMERCIAL INTELLIGENCE.

22ND JUNE, EVENING.

Patna, $573¾ cash, about 8 chests sold, $572½ cash, 20 chests sold, and $576¼ on credit, 5 chests sold; Benares $552½ to $553¾ cash, small sales; Malwa, first quality hard cakes, $575 on credit wanted. Estimated stocks: 2,175 chests Patna, and 375 chests Benares.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1½
Bank Bills, at 30 days' sight, 4/1½ to 4/1¾
Bank Bills, at 6 months' sight, 4/2½
Credits, at 6 months' sight..... 4/2½
Documentary Bills, at 6 months' sight 4/2½
ON BOMBAY.—Bank, on demand 227½
ON CALCUTTA.—Bank, on demand 227½
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 72½

SHARES.

Hongkong and Shanghai Bank Shares—$27 per cent. discount.
Union Insurance Society of Canton, new shares—$50 per share premium.
China Traders' Insurance Company's Shares—$830 per share.
China and Japan Marine Insurance—Tls. 92 per share.
Chinese Insurance Company.—$198 per share.
Hongkong Fire Insurance Company's Shares—$492½ per share.
China Fire Insurance Company's Shares—$142 per share.
Victoria Fire Insurance Company's Shares—$160 per share.
Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—1 per cent. discount.
Shanghai Steam Navigation Company—Tls. 7½ per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per cent. discount.

SALES ON JUNE 22ND, 1875.

As reported by Chinese.

White Wax, 2 pieces, at $34.00, by Kwong-foon-wo to travelling trader.

Milled Rice, 500 piculs, at $1.55, by Tai-loong to local trader.

Black Pepper, 200 bags, at $10.05, by Yee-chong to local trader.

Green Peas, 1,200 piculs, at $2.26, by Kwong-mow-tai to travelling trader.

Mushrooms, 5 cases, at $43.00, by Ching-shong-loong to travelling trader.

Dried Lily Flowers, 10 bags, at $7.20, by Chun-chong-wing to travelling trader.

Vermicelli, 50 bags, at $7.20, by Chun-chong-wing to travelling trader.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched.
LONDON *via* SUEZ CANAL	Glaucus (str.)			Butterfield & Swire	On or about 30th inst.
Do.	Denbighshire	Williams	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	St. Andrew's Castle	Malcolm	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Osaka	Lowe	Hongkong	A. MacG. Heaton	Quick despatch.
SAN FRANCISCO	Hollander	Van der Eb	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Wildwood	James Frost	Hongkong	Rozario & Co.	Quick despatch.
Do.	Burnside	Pendregrace	Hongkong	Rozario & Co.	Quick despatch.
Do.	Matilda	Carver	Hongkong	Rozario & Co.	Quick despatch.
Do.	Messenger	Gilkey	Hongkong	Rozario & Co.	Quick despatch.
Do. *via* YOKOHAMA	Belgic (str.)		Hongkong	O. & O. S. Co.	On 1st prox., at 3 P.M.
Do. Do.	City of Peking (str.)		Hongkong	P. M. S. S. Co.	On 8th prox., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Nizam (str.)	Barlow		P. & O. S. N. Co.	On 3rd prox., at noon.
SAIGON, SINGAPORE, &c.	Tigre (str.)	Brunet		Messageries Maritimes	On 26th inst., at noon.
Do.	Gunga (str.)	J. G. Piton	Hongkong	Soey Shing	On 26th inst.
MANILA	Balbina	Miranda	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Sorsogon (str.)	Lizarza	Hongkong	Vogel, Hagedorn & Co.	To-morrow, at 4 P.M.
Do.	Oceano	M. Arechavala	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Bombay (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Gwalior (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
Do.	Norden (str.)	Jensen	Hongkong	Wm. Pustau & Co.	Quick despatch.
Do.	Atalanta (str.)	G. Petersen	Hongkong	Siemssen & Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Kwangtung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-morrow, at noon.

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NEW SPRING AND SUMMER GOODS.

Ladies' TRIMMED HATS and BONNETS.

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New Shapes in Baby's and Children's SUN HATS.

Boys' and Girls' SAILOR and YACHTING HATS.

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The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.

33, *QUEEN'S ROAD*, HONGKONG.

666 Hongkong, 1st May, 1875.

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SUPERIOR PORT WINE, TINTO, MOSCATEL, SHERRY (Dry), MALAGA, in Quarter Casks, and BORDEAUX, in Casks.

Apply to REMEDIOS & Co.

tf 603 Hongkong, 20th April, 1875.

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587 Hongkong, 16th April, 1875.

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CLARET:—Very Superior CHATEAUX LA ROSE. Superior CHATEAUX LA GRANGE.

T. G. LINSTEAD.

210 Hongkong, 24th February, 1875.

FOR SALE.

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HEIDSIECK & Co.'s MONOPOLE, Chinas.

Apply to DEETJEN & Co., *Sole Agents for China and Japan.*

tf 144 Hongkong, 23rd January, 1875.

FOR SALE.

HENRY RITCHIE'S SUPERIOR PALE SHERRY.

T. G. LINSTEAD.

2138 Hongkong, 21st December, 1874.

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DAVID CORSAR & SONS' CANVAS.
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tf 1130 Hongkong, 11th May, 1867.

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accepts being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those fist margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

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G. ROGERS, D.D.S., *DENTIST,* No. 7, ARBUTHNOT ROAD.

tf 247 Hongkong, 1st December, 1874.

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tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "KWANGTUNG," Captain Pitman, will be despatched for the above Ports TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

4d 951 Hongkong, 21st June, 1875.

FOR MANILA.

THE Spanish Steamer "SORSOGON," Captain Lizarza, will leave for the above Port TO-MORROW, the 24th inst., at 4 P.M.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co., *Agents.*

4d 959 Hongkong, 21st June, 1875.

FOR SAIGON.

THE French Steamship "GUNGA," Captain J. G. Piton, will leave for the above Port on SATURDAY, the 26th instant.

For Freight or Passage, apply to SOEY SHING, *Central Market.*

5d 961 Hongkong, 22nd June, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship "GLAUCUS" will be despatched on or about the 30th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

962 Hongkong, 22nd June, 1875.

FOR SHANGHAI.

THE Danish Steamship "NORDEN," Jensen, Master, will have quick despatch as above.

For Freight or Passage, apply to WM. PUSTAU & Co., *Agents.*

tf 960 Hongkong, 21st June, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "BOMBAY" will leave for the above place shortly after the arrival of the *Sunda* with the next English Mails.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 22nd June, 1875. [963

STEAM TO SHANGHAI.

(*Taking Cargo at through rates for* NAGASAKI

THE P. & O. S. N. Co.'s Steamship "GWALIOR" will leave for the above place about 24 hours after the arrival of the *Sunda* with the next English Mails.

A. McIVER. *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 22nd June, 1875. [964

FOR SAN FRANCISCO.

THE following A 1 American Clipper Ships, having the greater portion of their Cargo engaged, will have immediate despatch for the above Port:—

The "WILDWOOD," Captain James Frost.

The "BURNSIDE," Captain Pendregrace.

The "MATILDA," Captain Carver.

The "MESSENGER," Captain Gilkey.

For Freight, apply to ROZARIO & Co.

952 Hongkong, 21st June, 1875.

FOR LONDON.

THE A 1 British Barque "OSAKA," Lowe, Master, will load a General Cargo here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to A. MACG. HEATON.

tf 924 Hongkong, 14th June, 1875.

FOR MANILA.

THE Spanish Barque "OCEANO," M. Arechavala, Master, will have immediate despatch for the above Port.

For Freight or Passage, apply to REMEDIOS & Co.

tf 918 Hongkong, 12th June, 1875.

FOR MANILA.

THE Spanish Barque "BALBINA," Captain Miranda, will have quick despatch for the above Port.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.

tf 714 Hongkong, 11th May, 1875.

FOR SAN FRANCISCO.

THE A 1 Dutch Bark "HOLLANDER," Van der Eb, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

894 Hongkong, 8th June, 1875.

FOR LONDON,

To follow the "Denbighshire."

THE A 1 British Barque "ST. ANDREW'S CASTLE," Malcolm, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to A. MACG. HEATON, OR DEACON & Co., *Canton and Macao.*

tf 862 Hongkong, 4th June, 1875.

FOR LONDON.

THE A 1 Clipper Barque "DENBIGHSHIRE," Williams, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to A. MACG. HEATON, OR THOMAS & MERCER, *Canton and Macao.*

tf 698 Hongkong, 8th May, 1875.

NOW READY.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1875.

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, PONDICHERRY, MADRAS, AND CALCUTTA.

ON SATURDAY, the 26th June, 1875, at noon, the Company's Steamship "*TIGRE*," Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 25th June, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND, *Principal Agent.*

Hongkong, 16th June, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES, AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *via* Yokohama, on THURSDAY, the 1st July, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

Hongkong, June 21st, 1875.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*NIZAM*," Captain BARLOW, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 3rd July, at Noon, proceeding to Southampton and London *via* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 2nd July.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route must be signed by the Shippers to the Company's Agents, wherever such is required, and be attached to the Bill of Lading, failing which such Packages will be charged with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 21st June, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA AND OVERLAND, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CITY OF PEKING*" will leave Hongkong for San Francisco, *viâ* Yokohama, on THURSDAY, the 8th prox., at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA and OVERLAND.

A Steamer of the Company will leave Shanghai, viâ the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 7th proximo. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

Hongkong, June 21st, 1875.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.

IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.

(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
(" 13, Sept., 1873, " XIII.)

Les Fermiers de l'Opium et des Alcools, BANHAP & CIE.

Vu le Président du Conseil d'Admon., A. SPOONER,

6m 106 Saigon, January, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

tf 410 Hongkong, January, 1867.

THE TOURIST'S GUIDE.—RED

Extracts.

LAST AND BEST.

The days glide by, the years steal on;
The end draws near, the work is done;
I stand among the sheaves
That wait the garnerer who stays.
My web hath mingled many dyes,
Yet still the weaver weaves.

I turn and gaze far down the rows
Of years, until they seem to close
In one dim point. I see
Full many faces that I know—
Faces that vanished long ago,
But still are dear to me.

And many paths, some far, some near,
Entwine with mine from year to year,
But none that did begin
Their course with mine are with me yet—
The old roads branched, and new ones met,
And strangers entered in.

But one sweet face that long ago
I met in Summer, now that snow
Lies thick upon my life,
With living love and tireless hand
Makes smooth my path to Shadow-land—
This is thy deed, O wife.

THE DRIED BEEF OF THE GRISONS.

The dried beef is a production of the Grisons, for which they are indebted to their climate. At the altitude of their valleys, the air is so dry that for nine months out of the twelve meat has no tendency to decomposition. Availing themselves of this favourable condition they kill in the autumn the beef and pork they will require in the ensuing year. It is slightly salted and hung up to dry. Nothing more is done to it, except eating it. In three or four months' time it is not only dried, but also cooked, that is to say the air has given it all the cooking it will ever receive. It has become as dry and hard as a board, and internally of the colour of an old mahogany table. Externally there is nothing to suggest the idea of meat; it is covered with cobwebs, dust and mould, and is undistinguishable from fragments of the mummies of the sacred bulls taken from the catacombs of the Serapeum at Memphis. When your host brings from his cellar the leg of the mummy of a Grison cow, shrunk to the dimensions of the human limb, and tells you that it is to be your dinner, you are disposed to advise him to take it to the trustees of the British Museum. He is, however, about to prepare some for your repast, and you watch the process with curiosity. It is a very simple one: the material is cut across the grain with a very sharp knife in shavings no thicker than writing-paper. Were it cut the length of the fibre it would be as unmanageable in the mouth as a piece of whipcord, or a fiddle-string. Curiosity again, somewhat stimulated by necessity, for the only alternative is the meagre cheese, at last impels you, with many misgivings, and after much deliberation, to carry one of the shavings to your mouth. After a week or two's experience you will begin to think that it is not badly flavoured, nor unusually repugnant to the process of digestion. *A Walk in the Grisons.*

AFRICAN NOTIONS OF PRUDENTIAL ASSURANCE.

The Kroomen are a merry set of fellows, and no matter how hard has been the day's work, they will end it by shouting and dancing, to their hearts' content, under the name of "making play." As a set-off to their lightheartedness, they are notorious drunkards, liars, and such thieves that they are said to be quite capable of saving the capsized traveller struggling in the waves with one hand, while with the other they are adroitly picking his pockets. There are no laws against polygamy. A man may marry as many wives as he likes, provided he has the means wherewith to pay for them. To pay for her and to take her home is the sum total of the marriage ceremony amongst them. The more wives a man has the easier is his life. Hence the above proviso for old age. He invests his spare capital in wives, and finds his return in them working for him. Even the older wives have no objection to his introducing rivals into the family. The first "married" wife is always the head of the house and rules the other wives with a high hand. Accordingly the more junior wives her husband has, the more servants she has under her to obey her behests. If a wife is badly treated she can take refuge with her relations, when a "big palaver" ensues. When, as sometimes happens, the case goes against the husband, then the children go to him as his share of the family property. When a Krooman marries his first wife, he takes up his quarters in her father's house; when he is able to buy a few more he commences housekeeping on his own account, and then each wife has a separate hut for her own use.—*Races of Mankind.*

THE VIRGINAL.

The virginal (the favourite instrument of Queen Elizabeth) was made sometimes in the form of a square pianoforte, sometimes in a triangular shape, and it was played in the same manner as our household instrument. The chief difference consisted in the wires being plucked by a quill (in imitation of the plectrum of the ancient lyre) instead of being struck by a hammer. Some writers have supposed that the name of this instrument was intended to convey a compliment to Queen Elizabeth—the "virgin Queen;" but as the instrument is named in the inscription (of the time of Henry VII.) on the walls of the ancient manor-house at Lockenfield, Yorkshire, this is impossible. Dr. Johnson suggests that the instrument was so called "because played upon chiefly by young ladies;" and a modern writer, with better judgment, ascribes its title to its uses, and reminds us how, in the pleasant twilight of convents and old halls, it served to lead sweet voices singing hymns to the Virgin. Henry VIII. was very solicitous that his daughters should excel in musical accomplishments, and their talents appear to have been of no mean order. Sir Frederick Madden, in his introduction to the "Privy Purse Expenses of the Princess Mary," says, "In regard to the lighter accomplishments of music and dancing, Mary equalled, if not excelled, Elizabeth. Of the first, indeed, she appears to have been passionately fond, as intimated in the letter addressed to her from Queen Catherine Parr. She played on three instruments, the virginals, regals, and lute, and, according to Michele, excelled on the latter to a surprising degree. So early as 1525, we find particular directions given to her governess, in regard of the princess's occasional practice in both the above accomplishments; and in the letter of maternal advice sent by her mother after their separation, she is desired sometimes to use her virginals, or lute, if she had any." From the expenses contained in Sir Frederick's volume, we learn that this monition was not disregarded; and after Mary's restoration to favour, she seems to have sedulously applied to the cultivation of music. Mr. Paston is named as her teacher on the virginals, and Philip van Wilder, of the Privy Chamber, as instructor on the lute. She was accustomed, it seems, to take these instruments with her wherever she removed, and items often occur of payments to a person coming from London to tune them. Princess Elizabeth's love of music is well known, and has frequently been descanted on. Camden, in giving an account of her studies, says that "she understood the Latin, French, and Italian tongues, and was indifferently well seen in the Greek. Neither did she neglect Musicke, so far forthe as might become a princess, being able to sing, and play on the lute prettily and sweetly."—*Leisure Hour.*

FOUNDATION OF THE LINNÆAN SOCIETY.

The Linnean Society, it would appear, like many another great institution, had its origin in an accident. The late Sir John E. Smith, then a medical student, was breakfasting one day with Sir Joseph Banks, when the latter told him that he just had an offer of the memoranda and botanical collections of the great Linnæan for a thousand pounds, but that he had declined to buy them. Young Smith, whose zeal for botony was great, begged his father to advance to him the money, and at length persuaded him to do so, though not without difficulty. It may appear strange that Sweden should consent to part with the treasures of her far-famed naturalist; and indeed the king, Gustavus III., who had been absent in France, was much displeased, on his return, at hearing that a vessel had just sailed for England with these collections. He immediately dispatched a vessel to the Sound, to intercept it, but it was too late. The herbarium book, MSS., &c., arrived safely in London in 1784, packed in twenty-six cases, and cost the purchaser £1088 5s. In the following year Smith was elected a Fellow of the Royal Society, and devoted himself more to botanical studies than to his profession as a physician. In 1792 he had the honour of being engaged to teach botany to Queen Charlotte and the princesses, and he was knighted by the Prince Regent in 1814. At his death, in 1828, the celebrated collection, with Sir J. E. Smith's additions, was purchased by the Linnean Society.—*Cassell's "Old and New London."*

THE SHAKERS.

THE EIGHTEEN SOCIETIES OF SHAKERS.

"The Shakers have eighteen societies, scattered over seven States; but each of these societies contains several families; and as each 'family' is practically, and for all pecuniary and property ends, a distinct community, there are in fact fifty-eight Shaker communities. These fifty-eight families contain an aggregate population of 2,415 souls, and own real estate amounting to about one hundred thousand acres, of which nearly fifty thousand are in their own home farms. The Shakers are a celibate order, composed of men and women living together in what they call 'families,' and having agriculture as the base of their industry, though most of them unite with this one or more other avocations. They have a uniform style of dress; call each other by their first names; say yea and nay, but not thee or thou; and their social habits have led them to a generally similar style of house architecture, whose peculiarity is that it seeks only the useful, and cares nothing for grace or beauty, and carefully avoids ornaments. They are pronounced Spiritualists and hold that 'there is the most intimate connection and the most constant communion between themselves and the inhabitants of the world of spirits.' They assert that the second appearance of Christ upon earth has been; and that they are the only true Church, 'in which revelation, spiritualism, celibacy, oral confession, community, non-resistance, peace, the gift of healing, miracles, physical health, and separation from the world are the foundations of the new heavens.'"

THE SHAKERS AT HOME.

"The Shaker family rises at half-past four in the summer and five o'clock in the winter; breakfasts at six or half-past six; dines at twelve; sups at six; and by nine or half-past all are in bed and the lights are out. They eat in a general hall. The tables have no cloth, or rather are covered with oil-cloth; the men eat at one table, women at another, and children at a third; and the meal is eaten in silence, no conversation being held at table. When all are assembled for a meal they kneel in silence for a moment; and this is repeated on rising from the table, and on leaving it for the afternoon meeting. Each brother is assigned to a sister, who takes care of his clothing, mends when it is needed, looks after his washing, tells him when he requires a new garment, reproves him if he is not orderly, and keeps a general sisterly oversight over his habits and temporal needs. In cooking, and the general labour of the dining-room and kitchen, the sisters take turns; a certain number, sufficient to make the work light, serving a month at a time. The younger sisters do the washing and ironing; and the clothes, which are washed on Monday, are not ironed till the following week. Pork is never eaten, and only a part of the Shaker people eat any meat at all. Many use no food produced by animals, denying themselves even milk, butter, and eggs. At Mount Lebanon, and in some of the other societies, two tables are set, one with, the other without meat. They consume much fruit, eating it at every meal; and the Shakers have always fine and extensive vegetable gardens and orchards. After breakfast everybody goes to work; and the 'caretakers,' who are subordinate to the deacons, and are foremen in fact, take their followers to their proper employments. The women do not labour in the fields, except in such light work as picking berries."

HOW THE SHAKERS SPEND THEIR EVENINGS.

"Their evenings are well filled with such diversions as they regard wholesome. Instrumental music they do not generally allow themselves, but they sing; and much time is spent in learning new hymns and tunes, which they profess to receive constantly from the spirit world. Some sort of meeting of the family is held every evening. At Mount Lebanon, for instance, on Monday evening there is a general meeting in the dining-hall, where selected articles from the newspapers are read, crimes and accidents being omitted as unprofitable; and the selections consisting largely of scientific news, speeches on public affairs, and the general news of the world. They prefer such matter as conveys information of the important political and social movements of the day; and the elder usually makes the extracts. At this meeting, too, letters from other societies are read. On Tuesday evening they meet in the assembly-hall for singing, marching, &c. Wednesday night is devoted to a union meeting for conversation. Thursday night is a 'labouring meeting,' which means the regular religious service where they 'labour to get good.' Friday is devoted to new songs and hymns; and Saturday evening to worship. On Sunday evening, finally, they visit at each other's rooms, three or four sisters visiting the brethren in each room, by appointment, and engaging in singing and in conversation upon general subjects."

RELIGIOUS SERVICES OF THE SHAKERS.

"In their religious services there is little or no audible prayer; they say that God does not need spoken words, and that the mental aspiration is sufficient. Their aim too, as they say, is to 'walk with God,' as with a friend; and mental prayer may be a large part of their lives without interruption to usual avocations. They do not regularly read the Bible. The Sunday service is held either in the 'meeting-house,' when two or three families, all composing the society, join together; or in the large assembly-hall which is found in every family house. In the meeting-house there are generally benches, on which the people sit until all are assembled. In the assembly-hall there are only seats ranged along the walls; and the members of the family, as they enter, take their accustomed places, standing, in the ranks which are formed for worship. The men face the women, the older men and women in the front, the elders standing at the head of the first rank. A somewhat broad space or gangway is left between the two front ranks. After the singing of a hymn, the elder usually makes a brief address upon holiness of living and consecration to God; he is followed by the eldress; and thereupon the ranks are broken, and a dozen of the brethren and sisters, forming a separate square on the floor, begin a lively hymn tune, in which all the rest join, marching around the room to a quick step, the women following the men, and all often clapping their hands. The exercises are varied by reforming the ranks; by speaking from men and women; by singing; and by dancing as they march, 'as David danced before the Lord'—the dance being a kind of shuffle. Occasionally one of the members, more deeply moved than the rest, or perhaps in some tribulation of soul, asks the prayers of the others; or one comes to the front, and, bowing before the elder and eldress, begins to whirl, a singular exercise which is sometimes continued for a considerable time, and is a remarkable performance. Then some brother or sister is impressed to deliver a message of comfort or warning from the spirit-land; or some spirit asks the prayers of the assembly; on such occasions the elder asks all to kneel for a few moments in silent prayer."—*From "The Communistic Societies of the United States," by Charles Nordhoff.*

A CLASS WHO WEAR WIGS.

Where the masculine person is not tremendously strong, is timid in his nature, and addicted to miscellaneous pleasures; and the female member of the firm is five feet nine inches in height, addicted to having her own way, and very strong in the arm, I will not say that, for the man at least, marriage is a good thing. I do not believe it. I have had experiences. There is such a thing as will power: a strong will in a weak body will bear down and override a weak will in a strong body; but when the strong will animates a strong body the combination is fearful. Give the wife both these qualities, and it is bad for the husband. The husbands of such wives must be exceedingly mild in temper to retain their hair. I have known many men who possess such wives, and have noticed that they invariably wore wigs. But for such wives a worthy trade would languish. How the lines of life cross each other! Who would suppose that temper had anything to do with the trades? Life is a riddle.—*Eastern Fruit on Western Dishes.*

Before the Queen left Windsor for Osborne, the artist Heinrich von Angeli came to the Castle, by invitation, to paint portraits of her Majesty, the Prince and Princess of Wales, and other members of the Royal family. For this purpose he will reside for some time in England; and it is possible that he may follow the example of Mr. Alma Tadema, and be naturalised among us.—*Figaro.*

Insurances.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, Agents for the above Company, are prepared to issue Policies by the O. S. S. Co.'s, P. & O. Co.'s, and M. M. Co.'s Steamers at the following Rates, less 15 °/₀ discount:—

	All Risks.	Free of Particular Average.
Hongkong to London, Tea,	1¾ °/₀	1¼ °/₀
Do. Do. Silk,	1¾ °/₀	1¼ °/₀

Other First-class Steamers at Current Rates.

BUTTERFIELD & SWIRE, *Agents.*

1m 891 Hongkong, 8th June, 1875.

ROYAL EXCHANGE ASSURANCE CORPORATION.

THE Undersigned, Agents of the above Corporation, are prepared to grant Policies against Fire at Current Rates, less 20 °/₀ discount.

BUTTERFIELD & SWIRE, *Agents.*

1m 892 Hongkong, 8th June, 1875.

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents of the above Company, are prepared to grant Policies against Fire at Current Rates, less 20 °/₀ discount.

BUTTERFIELD & SWIRE, *Agents.*

1m 893 Hongkong, 8th June, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/₀.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	¾ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	½ " "
Godowns, Offices, Shops, &c., and their Contents	1 "

SHORT PERIOD INSURANCES.

Not exceeding ten days	⅛ of the annual rate.
Not exceeding one month	¼ "
Above 1 month, and not exceeding 3 months	½ "
Above 3 months, and not exceeding 6 months	¾ "
Above 6 months	the annual rate.

GILMAN & Co., *Agents.*

tf 1903 Hongkong, 8th May, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/₀) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

333 Hongkong, 1st March, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ °/₀) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 °/₀) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary*

Hongkong, 1st November, 1871. tf 885

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rates of premium will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1199 Hongkong, 27th June, 1872.

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., *Agents, Royal Insurance Company.*

780 Hongkong, 28th October, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/₀ allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

Insurances.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/₀) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/₀) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1069 Hongkong, 9th July, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

HONGKONG MARKETS.

As Reported by Chinese on the 22nd June, 1875.

COTTON GOODS.

COTTON YARN, No. 16 a 24 per 400 lbs	$95.00 a	$112.00
" " 28 a 32 "	112.50 a	118.00
" " 38 a 42 "	118.00 a	133.00
GREY SHIRTINGS, 7 lbs. per piece	$1.70 a	1.85
" 8 lbs. "	2.00 a	2.03
" 8½ lbs. "	2.15 a	2.28
WHITE SHIRTINGS, 54 a 60 reed	2.10 a	2.25
" 64 a 66 "	2.50 a	2.55
" 68 a 80 "	2.80 a	3.45
WHITE SPOTTED SHIRTINGS per piece	2.40 a	2.45
WHITE BROCADES "	2.05 a	2.70
AMERICAN DRILLS, 30 yards "	2.75 a	2.80
" " 40 " "	3.70 a	3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs. "	1.75 a	2.15
" " 24 " & 33 " 8 lbs. "	2.10 a	2.18
DYED SPOTTED SHIRTINGS "	3.60 a	3.95
DYED BROCADES Do. "	3.70 a	3.95
DYED DAMASK Do. per piece	5.70 a	5.80
CHINTZ "	1.80 a	1.85
HANDKERCHIEFS, Blue per doz.	0.60 a	0.70
" Brown "	0.60 a	0.64
" Red "	0.70 a	0.75
VELVETS, Black, 22 inc. per yard	0.19 a	0.20
" Gentian, 22 " "	0.21 a	0.22
VELVETEENS, Black "	0.24 a	0.25

WOOLLEN GOODS.

SPANISH STRIPES, per yard	0.78 a	0.79
LONG ELLS, *MM* Scarlet, per piece	9.10 a	9.20
" " Assorted, "	8.50 a	8.70
HH Scarlet, "	9.00 a	9.05
" " Assorted, "	8.50 a	8.60
CAMLETS, SSS "	16.00 a	16.50
" SS "	18.00 a	18.50
" S "	18.70 a	19.00
BBB "	19.50 a	20.00
LACINGS, *DD* "	15.00 a	15.50

METALS.

IRON, Nail Rod per picul	3.30 a	3.40
" Hoop, "	3.90 a	4.20
" Bar, "	3.20 a	3.30
" Wire, "	7.00 a	8.15
LEAD, "	7.45 a	7.75
STEEL, English per tub.	5.40 a	5.50
" Swedish, "	5.60 a	5.70
TIN, Malacca per picul	22.50 a	23.50
TIN PLATES, per box	7.60 a	8.20
SHEATHING METAL, per picul	23.50 a	28.50
QUICKSILVER, English, "	113.00 a	116.00
" American "	117.00 a	—
SPELTER, "	6.50 a	7.00

PRODUCE.

COTTON, Shanghai per picul	13.50 a	14.00
" Ningpo, "	14.50 a	15.00
" Tientsin, "	13.50 a	14.00
" Tungchow, "	15.00 a	15.20
" Bengal, "	15.00 a	15.20
ALUM, "	1.50 a	1.75
SESSAMUM, white, "	4.30 a	4.40
" Black, "	3.32 a	3.50
RICE, Bengal, Cargo No. 1 "	2.45 a	2.50
" " 2 "	2.20 a	2.25
" Siam, white, "	1.85 a	1.90
" " mill cleaned, "	1.53 a	1.56
" Manila, "	2.35 a	2.40
" Singapore, "	1.38 a	1.01
" Saigon, "	1.52 a	1.54
" Arracan, "	2.10 a	2.15
" Rangoon, "	2.35 a	2.40
SALTPETRE, "	5.70 a	6.10
COALS, Australian, per ton.		
" English steam, "	11.75 a	12.75
" Sydney, "	9.75 a	—
WINDOW GLASS per box.	3.50 a	3.60
SUNDRIES PRODUCE, &c.,		
RATTANS, Straits, per picul	5.70 a	5.85
" Banjar, "	4.00 a	4.20
PEPPER, White, "	16.50 a	17.00
" Black, "	9.50 a	9.80
BETEL NUT, "	1.50 a	1.75
SANDAL WOOD Malabar, "	4.10 a	4.30
" South Seas, "	15.00 a	16.50
SAPAN WOOD, Manila, "	1.80 a	2.20
" Siam, "	2.30 a	2.65
FLOUR, American per barrel of 100 lbs.	2.60 a	2.62
" " of 200 lbs.	5.00 a	5.50
" California, per sack of 50 lbs.	1.18 a	1.20
WHEAT, Tientsin, per picul	1.80 a	1.93
" California, "	2.25 a	2.35
SUGAR, Canton white, No. 3 "	6.45 a	6.55
" " Dk. Brown, "	4.70 a	4.85
" West Coast, Dk. Brown, "	—	—
" Manila, Dry White, "	5.45 a	5.60
" Candy, "	8.70 a	8.90
CAMPHOR, packed, "	12.75 a	13.00
PEAS, White, "	1.70 a	1.75
" Green, "	2.75 a	2.85
" Black, "	1.60 a	1.70
" Yellow, "	1.65 a	1.67
MUSHROOMS, "	40.00 a	45.00
SHAWHEE, Green, "	1.70 a	2.40
" Cut, "	3.60 a	3.80
MUSSELS, Dry Siam large, "	10.00 a	12.50
" " " middle, "	7.85 a	8.10
" " " small, "	5.30 a	5.70
VERMICELLI, Tientsin, "	6.60 a	7.50
BEES WAX, Japan, White, "	11.50 a	11.70
" " Hankow, "	21.00 a	29.00

SHIPPING IN THE CHINA WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Albay		Span. str	269		Repairing
Asia	J. P. Molsen	Dan. str	880	Ah Yon	
Atalanta	G. Petersen	Ger. str	702	Siemssen & Co	Shanghai
Belgic	J. Metcalf	Brit. str	1716	O. & O. S. N. Co	Yokohama, &c.
City of Peking	H. G. Morse	Amr. str	3500	P. M. S. S. Co	Yokohama &c.
Columbian	W. Robbie	Brit. str	1382	P. & O. S. N. Co	
Crocus	R. H. Joy	Brit. str	1297	Ah Yon	
Danube	Clauchy	Brit. str	561	Yuen Fat Hong	
Esmeralda	E. Thebaud	Brit. str	335	A. MacG. Heaton	Amoy
Estepona	L. B. Hubback	Brit. str	676	Birley & Co	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan		Brit. str		H. C. & M. Steamboat Co	
Ferntower	J. L. Shiell	Brit. str	701	Landstein & Co	Saigon
Formosa	C. E. Stewart	Brit. str	651	Ah Yon	
Gunga	J. G. Piton	Fren. str	797	Landstein & Co	Saigon, &c.
Gwalior	N. W. Haselwood	Brit. str	1200	P. & O. S. N. Co	
Japan	J. Miller	Brit. str	1853	D. Sassoon, Sons & Co	
Kinshan ‡	Cary	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang §	Benning	Brit. str	1061	H. C. & M. Steamboat Co	
Kwangtung	G. D. Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Leonor		Span. str	393		Repairing
Madagascar	J. Timm	Ger. str	834	Siemssen & Co	
Mabarajah	C. Stephenson	Brit. str	994	Siemssen & Co	
Nankin	M. Brace	Brit. str	1830	Siemssen & Co	
Norden	N. Jensen	Dan. str	771	Wm. Pustau & Co	Shanghai
Norna		Brit. str	606	Kwok Acheong	
Pardo	Power	Brit. str	763	Melchers & Co	
Pawtuxet		Amr. str	280	Heard & Co	
Powan ‡	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	
Poyang		Brit. str	821	H. C. & M. Steamboat Co	Sunk
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Somerset	H. M. Morris	Brit. str	654	Gibb, Livingston & Co	
Sorsogon	Lizarza	Span. str	174	Vogel, Hagedorn & Co	Manila
Yangtsze	R. Cass	Brit. str	738	Siemssen & Co	Shanghai
Yot-sai		Brit. str	180	Kwok Acheong	Laid up
Yoltung	J. Riddel	Brit. str	323	Kwok Acheong	Laid up
		‡ *Running between Hongkong and Canton.* § *Running between Macao and Hongkong.*			
SAILING VESSELS.					
Abeille	Olive	Fren. bk	180	Russell & Co	
Anna Bella	Wm. Stephen	Brit. bk	334	Order	Manila
Balboa	M. G. Miranda	Span. bk	412	Meyer, Alabor & Co	
Balgownie	J. Brown	Brit. bk	324	Meyer, Alabor & Co	Manila
Batavia	Royter	Swed. bk	394	Arnhold, Karberg & Co	Tientsin
Beethoven	R. Hage	Ger. bk	340	Melchers & Co	
Belle Sauvage	Simpson	Brit. sh	89	Broadbear, A'thony & Co	
Bon Cano	E. Tams	Siam. bk	337	Chinese	
Burnside	E. Pendregrace	Amr. bk	464	Rozario & Co	San Francisco
Canton	D. Heimsoht	Siam. str	779	Tack-mee & Co	
Cap-sing-moon	S. L. B. Sorensen	Brit. bk	463	S. B. Burrows & Sons	
Carl	Olzen	Ger. bk	265	Arnhold, Karberg & Co	Foochow, &c.
Charlotte Andrews	G. Place	Brit. bk	355	Rozario & Co	
Cilurnam	Shrewsberry	Brit. sh	1890	Wieler & Co	
Conquest	C. V. Small	Amr. bk	516	Gha Company	
Corinne	M. Gorman	Brit. bk	395	Wieler & Co	
Daylight	P. Trademaker	Siam. bk	447	Chinese	
Dilbarree	R. McNeilly	Brit. sh	1293	Order	
Dora	F. Ytnarte	Span. sch	220	H. Kiser	
Duguay Trouin	Dénier	Fren. bk	384	Adamson, Bell & Co	
Edward James	T. J. Forbes	Amr. bk	528	Rozario & Co	Foochow
Elise	J. Hansen	Ger. bk	349	Wm. Pustau & Co	Foochow, &c.
Endymion	T. Richardson	Brit. sh	753	H. Kiser	Foochow
England's Glory	Wm. Knight	Brit. sh	751	Arnhold, Karberg & Co	Touron
Ernest	Bourges	Fren. bk	408	Meyer, Alabor & Co	
E. M. Young	R. McMicken	Brit. bk	344	Order	Foochow
Gleam	Burgess	Brit. bk	291	Order	
Goliah	Andersen	Siam. bk	547	Chinese	
Green Jacket	R. D. Ros	Brit. sh	1053	Melchers & Co	
Gustav	F. Raben	Ger. bk	556	Siemssen & Co	
Harriet N. Carlton	G. Harkness	Amr. bk	872	P. M. S. S. Co	
Harwich	W. Dudfield	Brit. bk	614	Messageries Maritimes	
Highlander	Willcomb	Amr. sh	1352	Master	
Hollander	M. J. Van der Eb	Dut. bk	565	Vogel, Hagedorn & Co	San Francisco
Hope	J. Croumr	Brit. bk	536	Chinese	
Jacobine	J. Hohlmann	Ger. bk	412	Wm. Pustau & Co	Callao
Kaisow	John Anderson	Brit. sh	795	Meyer, Alabor & Co	
La Paix	C. Magnient	Fren. bk	449	Landstein & Co	Melbourne, &c.
Marmion	F. W. Jordan	Amr. bk	823	Jardine, Matheson & Co	San Francisco
Marte	A. D. Donini	Aust. bk	572	Messageries Maritimes	
Mary Ann Holman	H. C. Holman	Brit. bk	282	H. Kiser	
Matilda	Carver	Amr. sh	849	Rozario & Co	San Francisco
May	Plumley	Brit. sch	237	Olyphant & Co	
Melrose	Thos. Neill	Amr. sh	990	Messageries Maritimes	
Messenger	J. F. Gilkey	Amr. sh	1026	Rozario & Co	San Francisco
Min	J. Peters	Brit. bk	629	Melchers & Co	
Norseman	Soderstrom	Siam. sh	711	Chinese	
Oceano	M. Arechavala	Span. bg	262	Remedios & Co	Manila
Osaka	Lowe	Brit. bk	527	A. MacG. Heaton	London
Paco	F. Castro	Span. sch	207	Order	
Panama	Burgdorff	Ger. bk	416	Wm. Pustau & Co	
Ricca Genova	J. Cummins	Brit. bk	625	Chinese	
Rosette McNeil	F. W. Brown	Amr. bk	611	Olyphant & Co	
Santa Lucia	F. Llerca	Span. bk	380	Remedios & Co	
St. Andrews Castle	D. Malcolm	Brit. bk	635	A. MacG. Heaton	London
Selim	J. Dick	Brit. bk	723	Captain	
Shooting Star	J. B. Hellstrom	Siam. sh	611	Tuck Mee & Co	
Scotland	C. P. Holcomb	Amr. sch	78	Captain	
Siamese Crown	J. Watt	Siam. sh	540	Tuck Mee & Co	
Sudan	A. C. Oesan	Ger. bk	304	Ed. Schellhass & Co	Newchwang
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
Tafferette	L. Jean	Fren. bk	350	Russell & Co	Saigon
Union	J. M. Nabarria	Span. sch	182	Remedios & Co	
Vidal	Rondeau	Fren. bk	409	Melchers & Co	
Villa de Rivadavia	M. Camus	Span. bg	261	Brandao & Co	
Wildwood	J. Frost	Amr. sh	1100	Rozario & Co	San Francisco

Vessels.	Captain.	Flag & Rig.	Tons	Consignees.	Destination.
WHAMPOA.					
STEAMERS.					
Sarisbrooke	M. G. Scott	Brit. str	1000	Soon Cheong & Co	
Lintin		Brit. str	69	Kwok Acheong	
Orissa	E. M. Edmond	Brit. str	1110	P. & O. S. N. Co	
SAILING VESSELS.					
Cap Horn	G. Green	Ger. bk	400	Wm. Pustau & Co	Tientsin
Denbighshire	Williams	Brit. bk	482	A. MacG. Heaton	London
Japan	H. Walter	Ger. bk	270	Order	Tientsin
Montego	J. Griffiths	Brit. bk	316	Ed. Schellhass & Co	Chefoo
CANTON.					
Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Choy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demie	H.I.C.M.	g-b.		
Peng-chao-hai ‡	Palmer	H.I.C.M.	g-b.		
Sun-Chee ‡